



EIGHTEENTH YEAR, No. 1.

MILWAUKEE, JANUARY, 1893.

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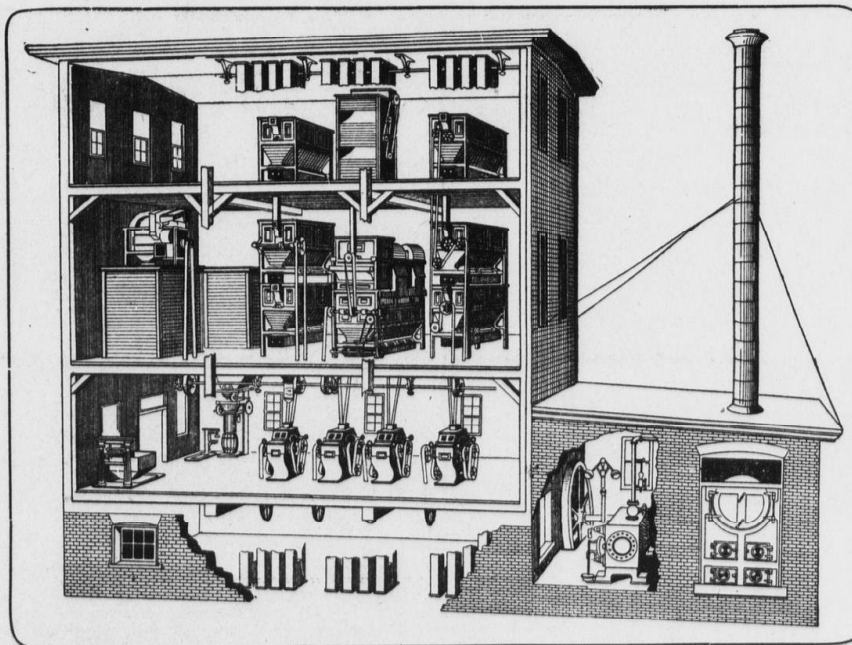
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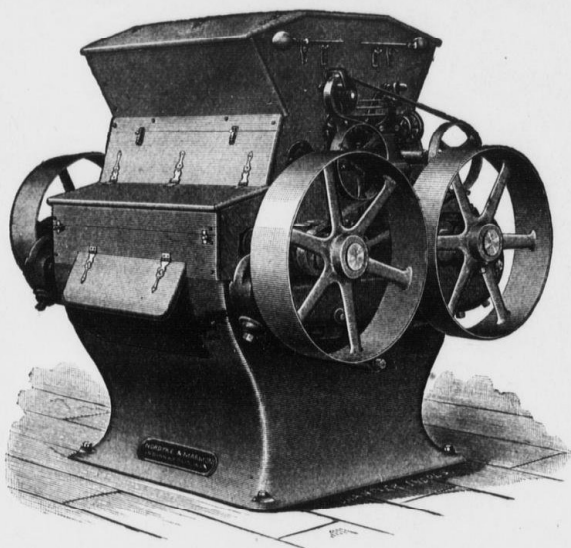
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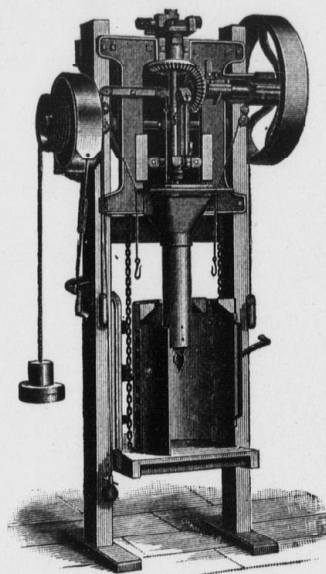


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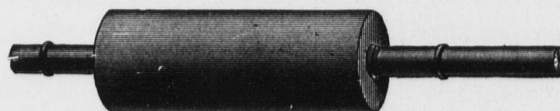
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EIGHTEENTH YEAR, No. 1.

MILWAUKEE, JANUARY, 1893.

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DER VATER MILL.

I readts aboutt dat vater mill dot runs der lifelong day
Und how der vater don'd coom pack ven vonce id flows away;
Und off der mill shtream that glides on so beacefully und still,
But don'd vas putting in more work on dot same vater mill.
Der boet says, 'twas bedder dot you hold dis proverb fast,
"Der mill id don'd vould grind some more mit vater dot vas past."

Dot poem id vas peautiful to read aboutt; dot's so!
Budt eef dot vater vas'n't how could dot mill veel go?
Und vhy make drouble mit dot mill, vhen it vas been inclined To dake each obbordunity dot's gifen id do grind?
Und der vater cooms along in quandidies so vast
Id lets some oder mill dake oup der vater dot vas past.

Dhen der boet shange der subject, und she dell us vonce again
"Der seeckle neffer more shall reap der yellow garnered grain."
Vell, vonce vas blendy, aind't it? It vouldn't peen so nice
To hafe dot seekle reaping oup der same grain ofer twice?
Why! vot's der use off cutting oup der grass dat vonce vas wown?
Id vas pest, mine moder dold me, to ledt vel enough alone.

"Der Summer winds refife no more leafs strewn o'r earth und main," Vell! who vants to refife dem? Dhere vas blenty more again!
Der Summer vinds dhey shtep rightd oupe in goot dime to bre-pare
Dhose blants und trees for oder leafs; dhere soon vas creen vons dhere.
Shust bear dis adverb on your mindt, mine frendts, undt holdt id fast,
Der new leafs don't vas been aroundt undill der oldt vas past.

Dhen neffer mind der leafs dots dead, der grain dots in ter bin; Dhey poth of dhem haf had dhein day, und shust vas gathered in.
Und neffer mindt der vater vhen id vonce goes droo der mill;
Id's vork vas done! Dhere's blendy more dot vaits id's blace to fill.
Let each von dake dis moral, vrom der king to der peasant:
Don'd mindt ter vater dot vas past, put der vater dot vas bresent.
—C. F. ADAMS in *Boston Journal*.

RANDOM THOUGHTS.

BY WANDERER.

"TRADE papers exert as great an influence in the commercial world as do the daily papers in the community at large. Like the dailies they have their mission to fulfill and they do it acceptably. Trade journalism is a distinct line of newspaper work, for it occupies a field of its own, and this field is a wide and an important one." This is a portion of an article that happened to come to my notice. It recalled to mind the mission that our milling journals are to perform. No wise publisher of a milling journal, especially if he is possessed of good taste and honest enterprise, can feel quite convinced that his journal is all that he would have it. The fact that he publicly proclaims the opposite does not indicate the absence of this secret conviction.

In the advertisement columns of the milling journal we find numerous patrons who bring before the milling public various announcements—some in the most glowing terms, lavishly illustrated. Here is where the mill-furnisher, the engine and water wheel builder, and so on, is at liberty to express his opinions freely; he can insert here that he is the only one who can produce a first-class article of machinery, or build a mill that is far superior to any other built by whatsoever mill builder. He publishes testimonial letters to this effect. One cannot help observing that each is making an effort to exceed the other in attempting to make his advertisement the most attractive. Fancy lettering, sometimes large bulky type that would be quite appropriate for a sign in front of their shop or office; even, sometimes, colors are brought into service. The experienced advertiser knows, however, that nothing will take half so well as an illustration, a picture of some kind. The average reader feels keenly the lack of illustrations in the written articles. It is, no doubt, the case also that the editor equally feels this need of advancement. Nothing will interest the average miller as much as the pub-

lication of a flow sheet. Millers, as a rule, however, are somewhat reluctant to submit flow sheets through the columns of a milling journal. It is quite true that any one who is in possession of a really first-class arranged flow does not care to have it published for the benefit of the community at large. At the same time there are millers who would be generous enough to give their brother dusties the benefit of their experience, but they are afraid of criticism. It is quite true that the opinion on all points of milling are varied to the extreme. There are, nevertheless, always some features of a flow that would commend itself to the average miller and he would think all the more of the article thus illustrated.

The milling journal is the medium through which we are advised as to the various methods by which good results may be obtained. We are led to believe, by some, that a peculiar corrugation is required to accomplish first-class results in grinding, others will tell you that the air belt purifier is the only machine that will clean out your middlings properly. Another will contradict this by claiming that the seive machine is still in the lead. Another will recommend the air belt purifier only when used in connection with a sieve machine. Still another will urge the necessity of having a combined air belt and sieve machine for the purpose—and so on. The advocate of the reel system calls our attention to new and valued improvements he has introduced in the way of an "all around" bolter, his superior methods of stretching the cloth and keeping it clean and superior methods of driving the machine. Along comes the plansifter advocate and insures success only with the machine that has the gyrating motion and claims that it will certainly revolutionize the bolting in flour mills. In this manner the various systems of milling are presented. We find, nevertheless, the list of trade items where mill-builders are not lacking for the want of something to do. The various methods of milling might well be compared to various creeds

that are in existence. One may find that his salvation depends on a certain belief while his neighbor is of a radically different opinion, and concludes that his chances of salvation depends on some other manner of worship. The chances are that if one will succeed in his efforts, the other one will also, it depending largely how conscientious and how much in earnest they are. I have known millers who were deep in the mire, but who did not allow themselves to be discouraged and finally succeeded in bringing about the best possible results. This, however, is not generally accomplished by changing, promiscuously, from one thing to another, but by putting forth an unyielding effort in one direction. Thus it is that many mills differ in their make-up, and thus it is largely the case that there is such a variety of mill machinery offered to millers.

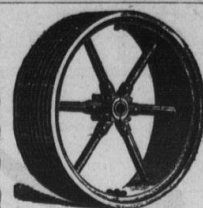
The plansifter, of course, is a new comer and is still somewhat of a stranger among us. It, however, will find that there is a place for it in American mills, providing it will demonstrate that it will perform the work as advocated by the manufacturers. The American millers are by no means backward and are quite willing to give the new machine a warm welcome, and after investigating the merits of the machine, will place it in the rank that it deserves. The plansifter is not the first machine that has been brought across the water with a view of improving our milling methods. If we would but trace back a few years we would see where a general succession of machines were of foreign origin, mingled with ideas advanced by our home millers and experts.

FROM Buenos Ayres it is reported: "The new crop of wheat in Argentine promises to be excellent in quality, and considerably larger than the last yield, of which about 30,000 tons remain on hand. Barring wet weather at harvest and local hailstorms, the crop will be exceptional, and may permit of exports over 2½ million quarters."

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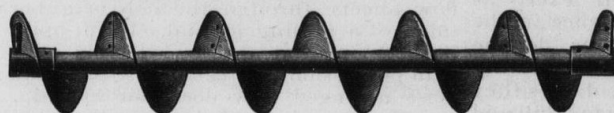
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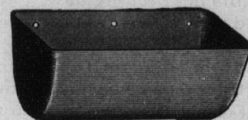
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[Revised Edition for 1890.]



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Associations.

MICHIGAN STATE MILLERS' ASSOCIATION.

Report of the Proceedings of the Annual Meeting Held at City Hall, Lansing, Mich., January 10, 1893.

THE meeting was called to order in the City Council rooms at 11:30 o'clock a. m. by the President. The following named members were represented at the time or came in subsequently: W. A. Coombs, Coldwater; J. Jenks & Co., Sand Beach; Walsh-DeRoo Milling Co.; F. Thoman & Bro.; Hart Milling Co., and North Lansing Milling Co., Lansing; Darrah Bros. & Co., Big Rapids; Newman & Rice, Portland; E. Rutan & Co., Belding; C. G. A. Voigt & Co., Grand Rapids; Frank W. Ward and Titus & Hicks, Battle Creek; A. W. Wright, Alma; Merrill Milling Co., Kalamazoo; Wisner Bros. and King Milling Co., Lowell; O. D. Chapman, Chesaning; Hart & Clark, Flushing; Albion Milling Co., Albion; Colby Milling Co., Dowagiac; Swathel, Kyer & Peterson, Ann Arbor; Hughes & Webster, Eaton Rapids; Eldred Mill Co., Jackson; O. D. Chester, Camden; Wise & Tuckey, Paw Paw; J. C. Liken & Co., Sebawaing; Hixon & Hixon, Grand Ledge; S. M. Trowbridge, South Haven; Joseph Wellman, Milford; Campbell & Weston, Mayville. The following honorary members were represented: John Hutchison Manufacturing Co. and Knickerbocker Co., Jackson, Mich.; Cleveland Paper Co., Adams, Jewett & Co., and Dobson, Crawford & Co., Cleveland, O.; Michigan Millers' Mutual Fire Insurance Co., Lansing. Other invited guests present were: D. H. Haines, Three Rivers; George Strong, South Rockwood; George H. Doane, Alma; C. A. Smith, Cleveland, O.; Frank H. Tanner, Toledo, O.; H. P. Crocker, Warsaw, Ind.; W. R. Gregory, Northwestern Miller, Minneapolis, Minn.

The following program was adopted by consent:

ORDER OF BUSINESS AND TOPICS FOR DISCUSSION.

1. Calling roll of membership and reading report of last meeting.
2. President's address.
3. Secretary's report.
4. Reading communications.
5. Consideration of a bill fixing the responsibility of telegraph companies.
6. Car service associations.
7. How shall we obtain better local prices?
8. Shall weekly reports be sent to members not reporting to the secretary?

9. Election of officers.

10. Miscellaneous business.

The secretary read the report of the last meeting and, there being no objection, it stood approved as read.

The president declined to make a lengthy address, but in a few well-timed remarks he reviewed in brief the work of the year, and thanked the association for the hearty support and kindly consideration shown him during his three years' service, and asked that the same support and consideration be extended to whoever should be called upon to discharge the duties in the future.

The Secretary then read his report, and, on motion of Mr. Thoman, it was accepted and placed on file.

FINANCIAL STATEMENT.

| | |
|--|----------|
| Balance on hand January 14, 1892..... | \$ 30 97 |
| Received for honorary memberships..... | 130 00 |
| Received from annual dues..... | 691 00 |
| Received from July assessments..... | 675 00 |
| Received from July, '91, assessment..... | 8 00 |

| | |
|--------------------------|------------|
| Total receipts..... | \$1,534 97 |
| Total disbursements..... | 1,384 57 |

| | |
|--|-----------|
| Balance in treasury..... | \$ 150 40 |
| Office furniture as per inventory..... | 51 70 |

Total resources of association.....\$ 232 10

The Secretary reported having received no communications of general interest and the meeting proceeded to the consideration of No. 5 of the program.

The Secretary referred to the instructions given him in July relative to the preparation of a bill to fix the responsibility of telegraph companies, and reported that he had engaged the services of an attorney to prepare a bill covering the points aimed at, which he produced and read. The matter was discussed at length by Messrs. Jenks, Merrill, Coombs, Voigt, Trowbridge and others, and on motion of Mr. Coombs the following resolution was adopted:

Resolved, That it is the sense of this meeting that the bill prepared by the direction of the Secretary relative to telegraph companies be presented to this Legislature and its passage urged.

The question of the appointment of a committee on legislation was discussed at some length, resulting in Mr. Merrill making a motion that a committee of three on legislation be appointed, consisting of the Secretary, Mr. Thoman and Mr. Coombs. An amendment was offered that the committee be increased to five, and Mr. Jenks offered as a substitute for all pending motions that the Secretary be instructed to bring the matter of telegraph legislation to the attention of the Legislature and to have the services of the attorney who drew the bill to assist in properly

presenting the matter if deemed necessary and to act as a committee with power to call upon any member or members of the association from time to time as their assistance may be required. The substitute of Mr. Jenks was unanimously adopted.

On motion of Mr. Voigt the meeting adjourned until 2 o'clock.

The meeting was called to order at 2:30 o'clock and immediately commenced the consideration of No. 6 of the program, Car Service Associations.

There were present by invitation Messrs. Baker, Preston and Graves, managers of the Detroit, Saginaw and Grand Rapids Car Service Associations, and they were invited to come forward and address the meeting.

The principal trouble being experienced at Grand Rapids and Albion, Mr. Voigt stated the position of the Grand Rapids millers and showed how hard the rules sometimes bore upon them.

Messrs. Baker and Graves stated the positions of the car service associations and Messrs. Thoman, Trowbridge, Merrill and Knickerbocker, on part of the millers, took a hand in the discussion. The interchange of views, carried on in a very pleasant manner by both sides, had the effect of establishing a better feeling, and no formal action was taken in the matter.

No. 7 of the program, "How Shall we Obtain Better Local Prices," next came up for consideration, and a large part of the afternoon was devoted to the discussion of this subject.

The demoralized condition of local markets generally was clearly shown and the remedies suggested were numerous, and ranged from a cast iron trust to every man for himself and the devil take the last one. The discussion was spirited and wasled by Mr. Voigt, who was followed by Messrs. Hughes, Coombs, Wellman, Wise, Trowbridge, Jenks, Knickerbocker, Chappell, Hart, Rice, DeRoo and Knickerbocker.

All agreed that there was no use working for nothing and that the fault was one that the millers only could remedy and the discussion ended in Mr. Coombs offering the following resolution:

Resolved, That we hereby affirm No. 1 of our rules and regulations which reads that no member of this Association shall put flour in another member's local market at a less price than that member asks for a like grade and that all complaints of violations of this rule together with the evidence of such violation be referred to the Secretary.

Mr. Chappell moved to amend by fixing the price for a barrel of straight flour to the local trade at the cost of five bushels of wheat and the addition thereto of 20c for package, the price of wheat to be the average of the State as shown by the weekly reports sent out by the Secretary.

The amendment was debated at some length, and upon a rising vote, was lost.

Mr. Coombs' resolution was then voted upon and carried without opposition.

Mr. Chappell then moved the following resolution, which was adopted:

Resolved, That all dissatisfaction relating to the question of local flour prices in towns adjacent to our mills be referred to the Secretary of the Association with a view to an agreement for better prices among millers selling in said territory.

No. 8 of the program, "Shall Weekly Reports be Sent to Members who do not Report to the Secretary," having been reached, Mr. Jenks moved that the weekly reports be sent to all members whether they report or not.

There was considerable discussion on this motion by Messrs. Jenks, Coombs, Voigt, Thoman, Merrill, Wellman and others, and Mr. Merrill moved to amend by

ordering the Secretary to give thirty days' notice that at the expiration of that time no member doing a shipping business and refusing to report shall be furnished the Secretary's weekly report. After further discussion the amendment was withdrawn and the original motion was carried, whereupon Mr. Jenks moved that the Secretary be instructed to prepare and send to each member of the association a circular letter urging all members doing a shipping business to make these reports in the future, which motion prevailed.

The President then called upon the members present to express themselves in regard to reporting their business in the future, and by a standing vote all pledged themselves to faithfully make these reports.

No. 9 of the program, "Election of Officers," being the next thing for consideration, Mr. Voigt moved that a committee of five be appointed by the chair to nominate officers for the ensuing year, which was carried, and the following named gentlemen were appointed such committee: Messrs. Voigt, Jenks, Wellman, Darrah and Coombs.

While the committee was deliberating Mr. Thoman offering the following resolution, which was carried:

Resolved, That it is the sense of this Association that the so-called Harter bill, which has for its object an improved bill of lading, should become a law, and that the Secretary of this Association be instructed to forward a copy of this resolution to the Senators from Michigan and urge them to support the bill.

Mr. Thoman also moved that the July assessment made upon the May Flower Mills be remitted and the account closed, as recommended in the Secretary's report.

Mr. Merrill moved that the persons and firms who had made application for membership on the terms and conditions named in the call for this meeting be and are hereby admitted to membership on the old basis.

The committee on nominations reported through Mr. Voigt that they had agreed upon the following named gentlemen for officers for the ensuing year: For President, W. B. Knickerbocker; Vice-President, C. J. DeRoo; Secretary and Treasurer, M. A. Reynolds; members of the Executive Committee, the President, Secretary and Messrs. C. B. Chatfield, Frank W. Ward and F. L. Colby; Michigan representative on the Board of Directors of the Millers' National Association, W. A. Coombs.

Mr. Knickerbocker and Mr. DeRoo both asked to be excused from farther service, but at the earnest solicitation of the members present they were compelled to yield their personal feelings in the matter and the meeting by a separate vote on each candidate unanimously elected to the various offices the gentlemen named in the committee's report.

Mr. Reed brought up the matter of delay in ordering out flour and after some discussion the matter was left without action, the sentiment of the meeting being that it was one of the things that would have to be remedied by proper precaution on the part of the seller at the time of sale.

On motion of Mr. Rice the meeting adjourned.

M. A. REYNOLDS, Secretary.

SIDE NOTES.—The banquet served at the Hotel Downey in the evening was a most enjoyable affair and was participated in by nearly 100 millers, their wives and invited guests.

The following is the program of the evening:

President of the evening—W. B. Knickerbocker.
Toastmaster—W. A. Coombs.

1. Music, Lansing Glee Club.
2. Our Mission, H. F. Colby.
3. A Random Shot, E. E. Chapple.
4. Our Guests, D. H. Haines.
5. Music, Lansing Glee Club.
6. The Humorous Side of Milling, C. J. DeRo.

7. Milling and Morals, F. Thoman.
 8. The Ladies, C. G. A. Voigt.
 9. Music, Lansing Glee Club.
 The following named ladies graced the occasion with their presence: Mesdames Voigt, Reed, Coombs, Merrill, Newman, Wise, Haines, Thoman, Curtis, Davis, Baker, Reynolds.

GREETINGS.

THE party who had it in hand was undoubtedly in a pleasant frame of mind when he selected a design to accompany the calendar of the UNION IRON WORKS, Decatur, Ill. A steel engraved copy of Bayard's painting, "The Ferryman," is suggestive of "a full hand"—in fact two full hands. We are informed that in a "legitimate" way this is the case with this company—having a full share of a well-merited patronage. We wish them a prosperous year.

We also acknowledge receipt of a beautiful and appropriately illustrated calendar from Raht Brothers, proprietors of the Volunteer Mills at Tullahoma, Tenn.

LANG & COMPANY, flour merchants, 35 Moore street, New York City, favored us with a calendar beautifully lithographed in colors.

MILLER & HUBER, flour merchants, 15 Water and 16 Front streets, New York City, also remembered us and their brightly colored, useful and ornamental calendar graces the editorial sanctum.

THE Peerless series of publications issued by J. S. Ogilvie, 57 Rose street, New York, embraces many numbers of an instructive and entertaining nature, historical, biographical and fiction. We have been favored with several numbers and appreciate the publisher's kindness.

THE Pope Mfg. Co., of Boston, again deserves the credit of presenting the most practical business and professional calendar for the year. For eight consecutive years this company has issued what is known as the Columbia Desk Calendar and Stand, consisting of a pad of 366 leaves, one for each day in the year, and one for the entire year. Upon each leaf are short sermons on the gospel of "Out-of-door Happiness and Health," with authoritative advice on national road making by the most eminent experts. The pad rests upon a metallic stand, arranged to take up very little room, and is indeed an indispensable article for the desk.

THE *Tradesman*, published at Chattanooga, Tenn., issued, on Jan. 1, its fourteenth *Annual Number*, consisting of 120 pages, and embodying a vast amount of information in regard to the manufactures and natural resources of the South. Its prize essays on the question, "What Industry Will Pay Best in the South," are interesting reading. The *Tradesman* has a well-deserved extensive advertising patronage, and, altogether, is a splendid sample of dignified trade journalism.

"DIXIE," whose Christmas season has been made full to overflowing by the moral approval and the substantial patronage, etc., deserves it all. The Christmas number contains a splendid array of articles by able contributors, beautifully illustrated by bright artists. Its advertising patronage is liberal and full justice is equably administered to all. The "Dixie" Co., publishers, Atlanta, Ga.

We acknowledge the receipt of a neatly arranged invitation to be present at the Second Annual Banquet of the Michigan State Millers' Association, at Lansing, on Jan. 10, and regret our inability to be present and participate in the festivities which, we are informed, were very pleasant and thoroughly enjoyed by those who were fortunate enough to attend.

THE *American Miller* for January is an ideal trade journal in all its parts. When we see a contemporary make its appearance in a clean and interesting manner, containing naught but what is "for the good of the order" we want to make public acknowledgment of the fact, even though it has the appearance of "knocking a shingle off our own roof."

"THERE are moments" when "The Fun of the Thing," an extra number of the *North-western Miller*, is of considerable worth, in that it might divert the mind from worrying care, and coming, as it did, at an opportune time, when many of its patrons were, presumably, in the slough of despondency over the asserted fact that the milling business had reached a state where there was "nothing in it," temporary forgetfulness of existing trouble was afforded by a recourse to its many fun-filled pages.

DECIDED IN THE COURTS.

RELATIVE RIGHTS OF FOREIGNERS AND CITIZENS TO USE TRADE MARKS.—A foreigner engaged in manufacturing and selling anything in his own country, under a registered trade mark, has no common law right to such trade mark in the United States, such as will enable him to claim the same on establishing a branch business here, as against a domestic firm which had an established business under a similar trade mark, adopted in good faith, before he had sold any goods in this country.—*Richter v. Anchor Remedy Co.* U. S. Circuit Court. 52 Fed. Rep. 455.

RESPONSIBILITY FOR MISTAKES.—No man is infallible; the wisest make mistakes; and for that reason the law holds no man responsible for the consequences of his mistakes which are the result of the imperfection of human judgment; and do not proceed from fraud, gross carelessness or indifference to duty.—*Corle v. Monkhouse.* Court of Chancery of New Jersey. 25 At. Rep. 157.

SALE OF GOODS BY SAMPLE.—A sale of goods by sample only binds the vendor to supply goods equal to sample, and not goods fit for a particular purpose. And where the purchaser is sued for the price of goods sold by sample, and alleges failure of consideration, in that the goods supplied are inferior to the sample, he is entitled to relief only to the extent of such

failure and the amount of inferior goods which he proves.—*Kauffman Milling Co. v. Stuckey.* Supreme Court of South Carolina. 16 S. E. Rep. 193.

A CONTRACT SIGNED WITHOUT READING CANNOT BE AVOIDED.—If a person signs a contract without informing himself of the contents before signing, or taking the necessary precaution to learn such contents, he cannot avoid the contract because of his ignorance of the same.—*Norris v. Scott.* Appellate Court of Indiana, 32 N. E. Rep. 103.

RIGHTS OF THOSE WHO HAVE GIVEN REPUTATION TO COMMODITIES.—It is equitable that a manufacturer or dealer, who has given reputation to any article, should have privilege of reaping the fruits of his labors by transmitting his business and establishment, with the reputation which has attached to them, on his decease to his legatees or executors, or during his lifetime to purchasers; and it is also in accordance with the principles of law, and with justice to the community, that any trade-mark, including a surname, may be sold with the business or with the establishment to which it is incident; because while it may be that individual efforts give them their value at the outset, yet, afterwards, this is ordinarily made permanent as a part of the entire organization, or as appurtenant to the locality in which the business is established, and thenceforward depends less on the individual efforts of the originator than on the combined result of all which he created.—*The LePage Co. v. Russia Cement Co.*, U. S. Circuit Court of Appeals, 1st Circuit, 51 Fed. Rep. 941.

DEATHS.

CHARLES B. WOOLVERTON, a member of the Fort Orange Milling Co. of Albany, N. Y., died Jan. 5.

N. L. CARPENTER, owner of a grist mill and cotton gin at Natchez, Miss., died Dec. 5.

ORANGE JUDD, the widely known editor of the *Orange Judd Farmer*, of Chicago, and a pioneer western journalist, died Dec. 17, aged 70 years.

CARLETON SAGE, a well known business man of Elkhart, Ind., died Dec. 23, aged 42 years. He had been prominently identified with the milling business at Elkhart for many years. He left a wife and one child.

JOSHUA LATHROP, an old and highly esteemed member of the New York Produce Exchange, died Dec. 10, at his home in Astoria, N. Y., aged 67 years. For nearly forty years he was engaged in the flour trade and was at the head of the firm of J. Lathrop & Co., New York City.

HORACE W. PRATT died at his home in Minneapolis, Minn., January 10, aged 59 years and 6 months. Mr. Pratt had been engaged in the grain business in Minneapolis since 1883 and at the time of his death was president of the Minneapolis Union Elevator Company as

well as vice-president of the Empire and Alliance Elevator Companies. He was also connected with the Pettijohn California Breakfast Food Company. A wife, a son and daughter are left to mourn his loss.

DAVID A. RICHARDSON died very suddenly at Indianapolis, Ind., aged 67 years. He was of the firm of Richardson & Evans and was the pioneer miller of Indianapolis. The following resolutions were passed by the Board of Trade, of which body he was a member for a number of years:

The Indianapolis Board of Trade has learned with deep regret of the sudden death of David A. Richardson, a member of the governing committee, and one who has for many years been identified with the affairs of the Board of Trade and with the city's commercial interests and prosperity.

Resolved, That in the death of Mr. Richardson the Board of Trade has lost an efficient officer and Indianapolis a highly respected and honored citizen.
 Resolved, That we offer to his family and friends our deepest sympathy.

RECENT MILLING PATENTS.

The following list of patents for Milling and Grain Handling Appliances, granted during the month of December, 1892, is especially reported for the UNITED STATES MILLER, by H. G. Underwood, Patent Attorney and Solicitor, 107 Wisconsin St., Milwaukee, Wis., who will send a copy of any patent named to any address for 25 cents:

- No. 487,507—Apparatus for mixing Flour or other materials, J. D. Bangert, Baltimore, Md.
- No. 487,259—Grain Scourer, F. M. Drake, Waldo, Ohio.
- No. 487,838—Flour bolting reel, G. L. Jarrett, Des Moines, Ia.
- No. 487,738—Grain Drier, H. T. Hopkins, Cape Vincent, N. Y.
- No. 488,443—Cockle Separator, A. G. Miller, Estill Springs, Tenn.
- No. 488,460—Conveyor, G. H. Tench, Pottsville, Pa.
- No. 488,455—Roller Grinding Mill, D. A. Scallen, Ellicott City, Md.
- No. 488,770—Grain Drier, W. McKee, Chicago, Ill.
- No. 488,866—Bolting Reel, C. Bolenbaugh & E. B. Wagner, Warsaw, Ind.
- No. 488,867—Crushing Roll, D. Brennan, jr., Bayonne, N. J.

LATE returns of the India wheat trade show why the price has been so low in this country. The value of Indian exports for the crop year was 14,380,462 rupees, more than twice that of the previous year and 75 per cent greater than for any previous year.

Florida and the Sunny South, via the Big Four Route.

To all persons contemplating a southern trip, the Big Four offers special attractions and advantages possessed by no other line. Solid Vestibuled trains, heated with steam and equipped with palace sleeping cars, reclining chair cars and elegant parlor cafe dining cars run daily, making connection in Central Union Station, Cincinnati, with through express trains of the Queen & Crescent Route, Louisville & Nashville, Kentucky Central and Chesapeake & Ohio Railways, avoiding the tedious transfer necessary on other lines and affording practically through train service to Old Point Comfort, Asheville, Chattanooga, New Orleans, Savannah, Jacksonville, St. Augustine, Tampa, Indian River and all winter resorts of the South. Tourist tickets via the Popular Big Four Route at special low rates are on sale at all coupon ticket offices throughout the country. Ask the agent for ticket via the Big Four Route. D. B. MARTIN, General Passenger Agent, Cincinnati, Ohio.

News.

C. E. JARBOT will erect a flouring mill at Florence, S. C.

HILL & MORGAN will erect a flouring mill at Cadiz, Ky.

The Mansfield flour mill at Dunlap, Tenn., will be enlarged.

HAUSER & WOLF will establish a roller mill at Litchfield, Minn.

WM. M. RUARK, miller at Westover, Md., is succeeded by M. Wallace.

M. L. DAVIS has sold out his mill property at Fairmount, Nebraska.

A FLOUR mill will be erected at Bennettsville, S. C., by A. Marship.

The flour mill at Merrifield, Va. will be rebuilt by M. M. Wakefield.

A ROLLER flouring mill will be established at Shelby, N. C., by B. Blanton.

GEO. M. KRICK, miller at Reading, Pa., is succeeded by Chas. W. Pennock.

HENRY MILLER & SONS, millers at Miller, S. D., are succeeded by Miller Bros.

KINGSTON, Tenn., will have a roller flour mill. For information write to W. R. Rose.

J. W. SCOTT, miller at Bentonsport, Ia., is succeeded by the Bentonsport Milling Co.

THE CHASE COUNTY MILLING CO., of Champion, Neb., is succeeded by R. P. James & Co.

The erection of a roller flouring mill will be pushed on by W. H. Wilson, at Columbia, Ky.

PALMER & POSSON, owners of a grist mill at Catskill, N. Y., are succeeded by J. H. Posson.

A NEW elevator with a capacity of 250,000 bushels is being built by the Pettit Malting Co. at Kenosha, Wis.

The affairs of the firm of Conitz, Groth & Fredenski, millers at Wataha, Ind., are in the hands of a receiver.

W. F. WELFLEY & SON will make additions to the flouring mill property recently purchased at Marksville, Va.

The erection of a flour mill is spoken of at Stuart's Draft, Va. Organizers—R. M. Moffett, and E. C. Harnsberger.

C. A. TALMAGE has been admitted to the firm of Talmage Bros., who own a mill at Athens, Ga. The firm is now Talmage, Bros. & Co.

The flour and grain commission house of Wm. K. Everdell & Bro., of New York City, is dissolved. Wm. K. Everdell continues the business.

The big 800-barrel flouring mill at Walcott, Minn., is being converted into a 1,000 barrel at a cost of \$12,000. During the year 1892 250,400 barrels of flour have been made at this mill.

EASTERN parties have purchased the Dawson, N. D., roller mill and will repair it and put in new machinery, which will increase the capacity of the mill from 75 to 100 barrels a day.

THE LAKE OF THE WOODS MILLING CO., intend during the winter to increase their water-power, at Rat Portage, Manitoba, at a cost of about \$9,000. A new 66-inch turbine wheel will be purchased.

A PAINTER was instantly killed at the new Listman flour mill at West Superior, Wis., Jan. 4. A scaffold on which he was standing gave way and he fell eight stories to the cellar, striking on his head.

A GRAIN elevator to hold 2,225,000 bushels of wheat is to be erected on Toledo pier, West Superior, Wis., by a syndicate of Minneapolis people, headed by E. J. Phelps. The Van

Dusen-Harrison company is interested.

UNITED STATES exports of flour and breadstuffs to Cuba and Porto Rico for the nine months ending Sept. 30, 1892, amounted to \$3,214,999; for the nine months ending Sept. 30, 1891, they amounted to only \$997,952.

WILLIAM F. WHEATLEY, Secretary of the Baltimore Corn and Flour Exchange has completed his 25th year of service in the important official position he has held, and which covers a wonderful change in commercial affairs in his city.

ARTICLES of incorporation of the Superior (Wis.) Bag and Printing company have been filed. The names of O. D. Van Dusen, J. E. Stanton, and A. C. Burnett appear as incorporators. Capitalization is \$125,000. The plant of the new concern is planned to manufacture 40,000 bags per day.

A LARGE number of petitions were presented in the Senate, Dec. 20, asking for the appointment of a committee of Senators to investigate the combine of Minneapolis millers and elevator owners throughout the West engaged in the depression of the wheat market, and praying that no action be taken on the Anti-option bill until such committee have made its report.

THE CARGILL ELEVATOR CO., Dec. 21, let a contract to Barnet & Record, of Minneapolis, to build a double elevator at Superior, the capacity of which is to be 2,000,000 bushels. The work is to commence at once, and the elevators are to be completed April 1. The elevators are to be the most modern in equipment, with electric light, sprinkler system and water curtains.

THE final transfer of the following flouring mills to the North Dakota Milling Association, recently organized with a capital of \$750,000, have taken place: The Mandan Roller Mill company, Mandan and Bismarck; the Goose River mill, Gibbs & Edwards, proprietors, Mayville; Houghen Bros' mill, Northwood; Honey Bros' mill, Park River; Doherty & Lyon and Northern Milling Company, Grand Forks; Thompson & Johnson, Fisher; Lee & Herrick, Crookston; Moorhead Manufacturing company, Moorhead. Officers: Hugh Thompson, of Fisher, president; J. M. Turner of Grand Forks, vice president and general manager; W. F. Honey of Park River, treasurer. The aggregate daily output of the mills owned by the Association will reach 3,000 barrels. The entire business will be done from Grand Forks, N. D., with agencies in New York, London and Paris.

ALL KINDS.

A SIMPLE method which has been successfully adopted for silencing the exhaust of a gas engine is described by a French engineer. His plan is to take the exhaust to a tube outside the building, which tube is slit by a saw for a length of about six feet, and two semi-circular portions opened out so as to give a V-shaped slot on each side of the tube through which the gases escape. The gradually increasing opening thus provided for the exhaust gases is said to completely silence the troublesome noise and vibration so common with this type of motor.

To have an invention protected all over the world it is necessary to take out 64 patents in as many different countries, the estimated total cost of which is \$17,000.

ONE hundred and nine thousand locomotives are at present running on the earth. Europe has 63,000, America 40,000, Asia 3,300, Australia 2,000, and Africa 700. In Europe, Great Britain and Ireland take premier position with 17,000 engines,

Germany has 15,000, France 11,000, Austria-Hungary, the second largest continental country, has 5,000, Italy 4,000, Russia 3,500, Belgium 2,000, Holland and Spain 1,000 each, Switzerland 900, and the remaining European States 2,600.

PAPA—Well, Johnnie, you went to church this morning?

Johnnie—Yes, papa.

P.—How did you like the sermon?

J.—The beginning was good and the end was good, but there was too much middle to it, papa.—*Boston Commercial.*

If all the locomotives and passenger and freight cars in the United States were made up into one train it would have a length of over 7,000 miles.

"TEACHER says the ground freezes 600 feet in Siberia," said Mr. Haicede's son with a superior air. "You didn't know that, did you?"

"No, I didn't, son," replied the old man, "an' I'm mighty glad you told me. You've jist reminded me that I want you to stay at home an' dig that tater hole to-morrow. An' while you're at it you kin be thankful you ain't in Siberia."—*Indianapolis Journal.*

RECENT statistics are said to show that one person in 39 in England is a pauper. The ratio in the United States is given at one for every 680 persons.

INVENTORS, if you have little or no means of success, invite capitalists to assist you. And capitalists, if you wish to employ your surplus to benefit the world, use part of it to aid the honest inventor. And mechanics and workmen, if you desire employment for your support, don't fight genius or capital, but help them. Don't envy a man his wealth, but encourage its accumulation in every way possible. These three great elements, capital, labor and genius should go hand in hand.—*Emerson.*

A SIMPLE manner of getting rid of the exhaust from gas engines has been devised by Mr. Adam Paton of Beeston Hill, Leeds. The contrivance consists in the use of a double exhaust pipe, so arranged that a circulation of air is automatically caused in it, and by which means the exhaust passes quietly upward without, it is stated, absorbing any engine power.—*Invention, London.*

JUDGE GRESHAM rendered at Chicago, Dec. 7, one of the most important decisions which has been handed down since the Inter-State Commerce act was enacted. Last July W. G. Brinson, David Brown, L. Hopkins, Henry Walker, W. B. Steckling, and others refused to answer certain questions asked by the Inter-State Commerce Commission, and under the 12th section of the Act, District Attorney Milchright brought a petition before Judge Gresham to compel the production of the books and the answer of the questions. Judge Gresham, in a long opinion, refused to grant the petition, holding that the court could not be made subsidiary to or a subordinate auxiliary to a non-judicial and administrative body. This is the famous case in which the Chicago & Grand Trunk, the Calumet & Blue Island, Chicago & Kenosha, Joliet & Blue Island, Chicago & South-eastern, Milwaukee, Bayview & Chicago, Baltimore & Ohio, Chicago & Eastern Illinois, Big Four, Chicago & Erie, Michigan Central, Lake Shore, Pennsylvania, Nickel Plate, Wabash & Lackawanna were accused of united discrimination in favor of large Chicago shippers, notably the Illinois Steel Company.

THE word "zero" is from the Spanish and means empty, hence nothing. It was first used for a thermometer in 1705, by a Prussian merchant named Fahrenheit. From a boy he was a close observer of na-

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BRANCHES:

NEW YORK, N. Y. CHICAGO, ILL.,
51 John Street. 16 N. Canal St.

ture, and when only ten years old, in the remarkably cold winter of 1709, he experimented by putting snow and salt together, and noticed that it produced a degree of cold equal to the coldest day of the year. And that day being the coldest day that the oldest inhabitant could remember, Fahrenheit was the more struck by the coincidence of his little scientific discovery, and hastily concluded that he had found the lowest degree of temperature known in the world, either natural or artificial. He called the degree zero, and constructed a thermometer, a rude weather glass, with a scale graduating up from zero to boiling point, which he numbered 212, and freezing point at 32, because, as he thought, mercury contracted the thirty-second of its volume on being cooled down from the temperature of freezing water to zero, and expanded the one hundred and eightieth on being heated from the freezing to the boiling point.

ACCORDING to the statistics of the Inter-State commerce commission, a railway passenger stands one chance in 10,823,153 of being killed while traveling.

NUMEROUS experiments to determine the best fire resisting materials for the construction of doors have proved that wood covered with tin resisted the fire better than an iron door.

FOUR thousand new postoffices were established during the past year, and 557,646 unmailable letters were poured in the boxes, 32,612 of them wholly without any outside symbol or address.

BELTS that slip can be cured by covering the pulleys with canvas. Wrap the canvas twice around the pulley, using the following mixture to keep it in place: White glue, six pounds; white lead in oil, two lbs.; nitric acid, one-fourth ounce. Dissolve the glue in two quarts of soft water, mix in the white lead, add the acid and apply the mixture hot.

ABSOLUTE FIRE PROTECTION.

A PROFITABLE INVESTMENT.

The Grinnell Automatic Sprinkler

OVER 1100 FIRES EXTINGUISHED.

The National Milling Company's new mill at Toledo, O., equipped with the Grinnell Sprinkler system, is insured in first-class companies at less than 1½ per cent.

HOME OFFICE:

.....

PROVIDENCE, R. I.

B. W. DAWLEY, General Western Agent,

PROVIDENCE STEAM AND GAS PIPE COMPANY,

115 MONROE STREET,

CHICAGO, ILL.

FIRES.

THE BLAKEMAN flour mill at Murraysville, Ill., burned Dec. 20. Loss \$10,000.

At Knightville, Me., a grist-mill owned by Mrs. A. K. Soule, and occupied by Elbridge Mathews.

THE Jacksboro mills, burned at Jacksboro, Texas, on Dec. 15th, were insured for \$7,500; loss \$40,000.

At Zanesville, O., Dec. 3, the Beaumont Flouring Mill, a six-story brick structure, was burned. Loss \$50,000.

At Lynchburg, Va., Hollins' corn and wheat mill, operated by Messrs. Johnson & Hunt. Loss, \$8,000; insurance, \$7,000.

N. HARTIG's flour mill at Washington, Ind., was recently destroyed by fire, having caught from buildings fired by the anti-saloon element.

At Hunlock's Creek, Pa., Dec. 5, a flour mill, general store and a large barn belonging to John Mathers was burned. Loss, \$8,000; insurance, \$2,000.

At Lanesboro, Minn., Dec. 1, O. G. Wall's store and flouring mill, rented to the Remington-Leahy Company, were burned. Loss, \$30,000, partially insured.

BOWLING GREEN, Ky., Dec. 4.—Wilford Milling Company's flouring mills were destroyed, with 10,000 bushels of wheat and 1,300 bbls. flour. Loss, \$45,000 to \$50,000; insurance, \$10,000.

At McLeansboro, Ill., Dec. 26, the People's Mills, owned by Silas W. Heard, a large brick structure, which cost \$20,000 a few years ago, was entirely destroyed by fire. Origin unknown. No insurance.

THE elevator at Fairfield, Wash., owned by the Pacific Coast Elevator Company, was burned to the ground recently. It contained 60,000 bush. of wheat, and the loss is estimated at \$50,000, which is thought to be fully covered by insurance.

THE BRANCH elevator at Martinsville, Ind., was burned Dec. 17. The fire is supposed to have caught in or near the engine room. All the contents, including 12,000 bushels of wheat and 2,000 bushels of corn, were destroyed. The Pennsylvania R. R. lost a new freight car laden with 800 bushels of corn. Loss on elevator \$20,000; on the contents \$10,000. The elevator was insured for \$7,000; contents \$4,000. Blair & Hamilton were the principal owners.

THE flouring mill of E. T. Archibald & Co., together with the elevator and warehouse and the old mill on the island at Dundas, Minn., were destroyed by fire Dec. 31. It is said that it was the original Archibald mill with four runs of stones, built by J. S. Archibald in 1857, which first

achieved for Minnesota wheat the reputation of making the best flour in the world. In 1870 the new mill was built and at first equipped with eight runs of stones, and in 1879 it was enlarged and entirely remodelled and the roller system introduced, being the first complete roller mill, it is said, in the United States.

At Faribault, Minn., Jan. 9, the building used as a store-house and office for the Minnesota Cereal Mills, which had been overloaded, caved in on the occupants in the office, Messrs. Frank Clement and Robert Hutchinson. Mr. Clement was quite seriously injured. Fire broke out at once, as the debris fell on to the office stove which was red hot at the time. Mr. Hutchinson escaped uninjured, but lost his overcoat, hat and overshoes. As soon as Mr. Clement was taken out he was taken to his home on West-fourth st., and the extent of his injuries is not obtainable now. The building and contents are badly damaged by fire. The safe in the office was open and the books were on the desks, but it is thought that the bran and shorts which fell on the desk and safe have preserved the books. The loss is estimated at \$3,500, provided the books are safe, otherwise it is considerable more. The loss is fully covered by insurance.

At Albany, N. Y., Dec. 19, four of the five six-story brick buildings on the pier used by the Fort Orange Milling Company for its business, were burned. An explosion originated the fire, caused, it is believed, by friction igniting the particles of flour dust which always pervade a mill. The works had a capacity of 250 barrels a day, milling rye and corn. The stock of both the manufactured article and of the raw grain on hand was small. The fifth building owned by the Company, and the structure on the south adjoining, had their roofs partly destroyed; two barges—Joseph Cogswell and C. H. Douglas—were damaged badly, their upper works being burned off and the hulls injured. The loss on the barges will be about \$4,500; no insurance. The loss on the Milling Company's plant and stock will reach \$70,000. The only policy out on the stock was by the Millers' National Company of Chicago for \$2,500. Four years ago the plant was improved by the expenditure of \$40,000 for machinery. The insurance loss was \$43,000.

HUMAN life proved to be the cost of extinguishing the conflagration in the Fort Orange mill, which occurred Dec. 10. Shortly after 8 p. m., the men of steam Company 4, who were working inside of the ruins, were ordered home by the chief. As they proceeded to get out, the east wall, which was standing sixty feet high, toppled over without a moment's warning, the upper half falling inward and the lower half outward. Seven men were buried under eight

feet of debris. Willing hands were soon at work to extricate the unfortunate men. James Shattuck, jr., Bernard Bamer, Fred Bamer and John Whitnell were first rescued. Of these only Bernard Bamer was completely buried, and but for the quick work at rescue would have perished. Whitnell and Bamer were seriously injured and taken to the hospital in the ambulance. The physician said Bamer would likely die, but thought Whitnell would pull through all right. Shattuck and Fred Bamer were not badly hurt. The firemen continued working on the ruins and in a few minutes came upon the dead bodies of Fireman Charles E. Marshall, foreman of steamer No. 4, and John Bridgeford. The body of Frederick Amthor was recovered and was found to be badly crushed.

THE fire loss of the United States and Canada, for the month of December, as compiled from its daily files, by the *Commercial Bulletin* amounts to \$12,354,450. Added to the figures for the previous months of 1892, this shows a total for the year of \$132,704,700.

The following table exhibits the losses during the past three years:

| | 1890. | 1891. | 1892. |
|----------------|-------------|--------------|--------------|
| January..... | \$9,179,300 | \$11,230,900 | \$12,564,900 |
| February..... | 7,387,025 | 9,226,500 | 11,914,000 |
| March..... | 8,466,200 | 12,540,750 | 10,648,000 |
| April..... | 8,285,520 | 11,309,000 | 11,559,800 |
| May..... | 8,888,100 | 16,660,395 | 9,485,000 |
| June..... | 5,655,000 | 8,587,625 | 9,265,550 |
| July..... | 14,723,500 | 9,692,200 | 11,530,000 |
| August..... | 9,009,100 | 9,065,100 | 10,145,300 |
| September..... | 6,943,700 | 10,658,200 | 7,379,800 |
| October..... | 7,279,500 | 13,248,300 | 13,349,200 |
| November..... | 8,351,300 | 14,736,100 | 12,008,700 |
| December..... | 12,880,000 | 13,535,500 | 12,354,450 |

Total.....\$106,998,345 \$137,716,150 \$132,704,700

It will be seen from the table that the 1892 losses, while heavier in the aggregate than those of 1890, are considerably less than the 1891 record.

There were 214 fires during the month of a greater destructiveness than \$10,000 each.

A considerable portion of the loss for 1892 is attributed by underwriters to inadequate fire protection at various points, such as Brooklyn, Milwaukee and New Orleans. This drain on the underwriters is being met by advances in rates, pending the placing of the fire departments upon a satisfactory footing. The efforts of managing underwriters to persuade city authorities by moral suasion to remove defects in fire protection have almost invariably proven a waste of time. The only method which has had any record of success is that of raising rates to meet the extra hazard, and agreeing to refund the increase pro rata as soon as the unnecessary risk is wiped out. This method is now being applied to Brooklyn, and is also in store for other places where the abnormal losses make the present rates inadequate even to pay the losses, not to speak of expenses and dividends.

LITERARY.

JAMES PARTON wrote so many books which come home directly to all Americans, that one of the most interesting features in the January magazines to most readers will be the Rev. Julius H. Ward's fine study of his work and character in the January *New England Magazine*. Mr. Ward is a man of letters who has been fortunate in his literary friendships, and he has a memory as excellent as his style. As literary editor of the *Boston Herald*, Mr. Ward's intimacies include the best men of all creeds and professions, from Phillips Brooks to Parton, his intellectual pole.

ST. NICHOLAS, during this World's Fair year, means to let foreigners (and natives, too) know something of our great American cities, and Thomas Wentworth Higginson appears at the head of the procession of authors, proudly bearing a banner whereon appears emblazoned "Boston." In a light but thorough way, Col. Higginson passes in review the more salient and characteristic points that make Boston the steady, unwobbling, well-set Hub that she is. Attractive pictures add much to the value of the sketch. Other papers are to be published in early numbers, upon the prominent municipalities that every day, more and more are setting the tune for the rest of the nation.

SCRIBNER'S MAGAZINE, for January, begins its thirteenth volume and seventh year, for which many important features are announced, some of them making their first appearance in this number. Serial fiction will be a feature of the year, with such writers as Frances Hodgson Burnett, H. C. Bunner, Robert Grant, Harold Frederic, and Miss Elliott, the author of "Jerry." In this number the first part of Mrs. Burnett's serial is given, under the title of "The One I Knew the Best of All," which is a charming bit of autobiography, covering the reminiscences of the author's childhood and youth up to the publication of her first story. It is believed that this story will do for the child-life of a girl very much what was done by Dickens in "David Copperfield" for the life of a boy.

AT Chicago, Dec. 14, Judge Collins denied a request to grant a change of venue to the federal court in the suit of the Pillsbury-Washburn Flour Mill Company against the Western Manufacturers Mutual Insurance Company and its three officers. The insurance company is an Illinois corporation and the officers reside there. The court held that the defendants being residents of Illinois and having sued in the state court, they could not remove the case to the United States Court. A motion for the appointment of a receiver was continued indefinitely.

CHAS. D. COX, Manager.

MAXIMUM LINES, - - - \$170,000.00.

C. W. MEEKER, Ass't Manager.

Western
Department

The Mutual Fire Ins. Co., New York.
 TOTAL CASH ASSETS, \$1,511,192.21.
 NET CASH SURPLUS TO POLICY HOLDERS, \$861,376.55.

The American Lloyds, New York.
 45 Underwriters, collectively representing \$25,000,000.00.
 Underwriters all agree to abide by decision against any one underwriter.

FIRE INSURANCE
 AT
MINIMUM RATES
 ON RISKS EQUIPPED WITH APPROVED SYSTEMS OF
AUTOMATIC SPRINKLERS.

TOTAL CASH ASSETS, \$235,692.13. NET CASH SURPLUS, \$214,308.63.

The New York Fire Insurance Company, New York.

SELECTED RISKS ONLY.

226 and 228 La Salle Street,

CHICAGO.

THE NOYE IMPROVED ASPIRATOR, WITH FAN.

Though originally designed for use on germ middlings, this machine has been found equally efficient in corn-meal milling as a grits or corn-bran aspirator. It thoroughly removes all impurities, is economical in operation, and in design, material and construction quite up to the high standard exemplified in other Noye machines. This aspirator is made and sold exclusively by the John T. Noye Manufacturing Co., of Buffalo, N. Y.

CONTRACTS OF COMMON CARRIERS.

Shipping Interests on the Inland Seas.

THE Senate Committee on Commerce will, on January 26, give a hearing on a bill which is of considerable importance to the shipping interests of the great lakes. It relates to contracts of common carriers and was passed by the house last December. Although the bill applies to common carriers operating within the United States or between ports of the United States and ports of any foreign country, the Lake Carriers' association has perhaps been the most active in opposition to the measure. Until within recent years grain and flour were carried by sailing vessels, the masters of which never refused to grant bills of lading acknowledging that the bills entrusted to them for transportation were received in good order and condition, if such was the case, and undertaking to deliver them at the port of destination in like condition unless prevented from so doing by losses arising from dangers of the sea, acts of God, or public enemies.

Latterly the carrying of grain and flour from the United States to Europe, even by way of the great lakes, has been abandoned by a few powerful corporations which it is claimed impose unreasonable condi-

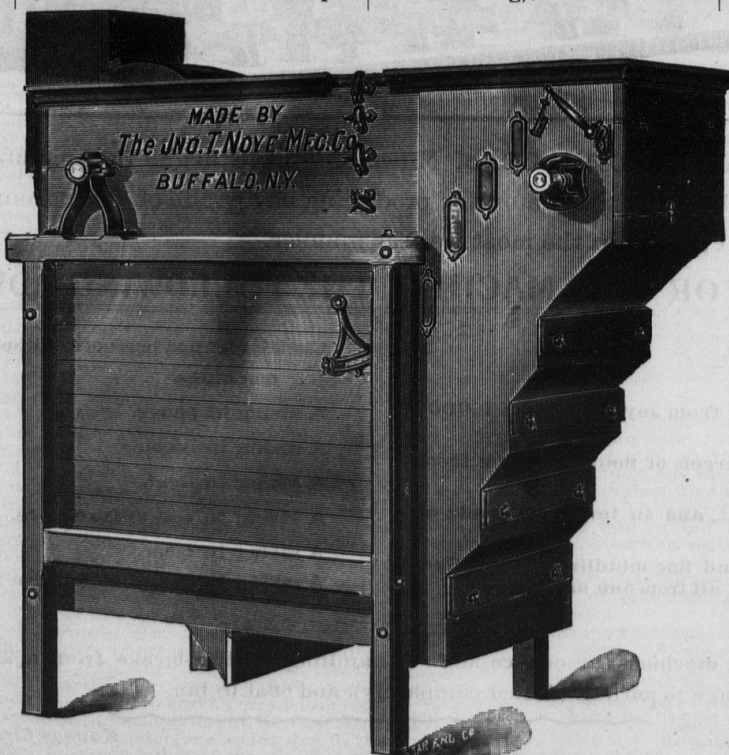
tions upon shippers by adopting clauses in the bills of lading very seriously and unduly binding their liability as common carriers, so that in case of loss or damage, even from ordinary causes, the shipper has no recourse.

Holding a monopoly of the carrying trade, it is charged that these carriers refuse to accept consignments upon any other terms than those dictated by themselves. For example,

water into the vessel by any cause, whether for the purpose of extinguishing fire or for any other purpose or whether occurring previously or subsequently to the vessel's sailing. Nor for the differences between the quality, marks or brands of flour or other goods shipped and those of the goods actually to be on board of the steamer (the marks, numbers or description in the bill of lading notwithstanding); nor for loss of

of their goods of ascertaining whether they are damaged or not, or how or in what part of the hold of the vessel they may have been stowed. Complaint is made that bills of lading have thus become so lengthened, complex and involved that in the ordinary course of business it is almost impossible for shippers of goods to read or check their various conditions, even if objections would be listened to.

The hardship is aggravated by the fact that new and more stringent conditions are constantly being added to compel the shipowners to provide for new questions or claims that may have arisen. These abuses are what the bill now pending seeks to correct by prohibiting common carriers from inserting in bills of lading any such exceptions from liability. It is made the duty of the collectors of the ports to see that the common carriers conform to the provisions of the act. The grain and produce shippers along the Atlantic seaboard and in the lake regions are earnestly urging the passage of the bill and they will be heard before the committee in opposition to the Lake Carriers' association. The bill is likely to be reported favorably to the senate and, since it has already passed the house, it will no doubt be considered at an early day.



THE NOYE IMPROVED ASPIRATOR, WITH FAN.

many of these bills of lading provide, in addition to the usual and reasonable exceptions, that the carriers shall not be liable for loss or damage occasioned by negligence of the master, pilot, stevedores, crew or others in their employment nor for bad storage nor for defect or insufficiency of the hull, machinery or fittings of a vessel whether occurring before or after receiving the goods on board, nor for the admission of

weight, nor for detention, delay or deviation.

Such bills of lading also frequently exempt the carrier from any claim not intimated before delivery of the goods, and at the same time provide that the portage of the goods on arrival of the steamer shall be done by the steamship owners or their agents at the expense and risk of the receivers, so that the receivers have no opportunity before the delivery

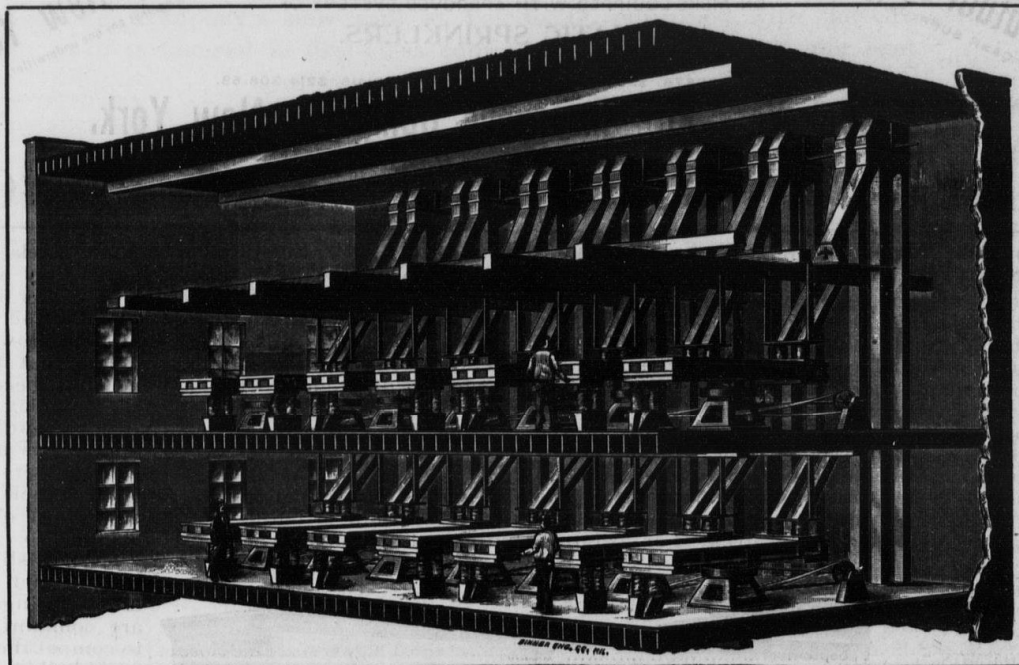
THE works of James Leffel & Company, Springfield, Ohio, manufacturers of the James Leffel Water wheels and Steam Engines, have been adding various improvements in the way of machinery, some of new design. The Company have also extended one or two branches of their works the past year, and are meeting with their usual favor from patrons of water wheels.

A number of very fine and expensive electric lighting, heating and power plants are under process of completion and construction, under the supervision of James Leffel & Company, being supplied with James Leffel water wheels, several new designs of which they have recently introduced.

Automatic Sieve Machine

Fully covered by U. S. Letters of Patent No. 428,719. Issued May 27, 1890.

NOW USED IN THE MILL OF **FAIST, KRAUS & CO.,** MILWAUKEE, WIS.



THE FAIST AUTOMATIC SIEVE CO. of Milwaukee have begun the manufacture of a new and novel Automatic Sieve Bolter and Separator for producing any grade of flour from the finest and purest, to the coarsest, cleaning up all grades in the most perfect manner.

WE CLAIM FOR THIS MACHINE THE FOLLOWING ADVANTAGES:

Sharper and more uniform flour.

Better and closer separations.

One machine will take the chop from any break of a 1,000-barrel mill.

It will bolt ten to twenty-five barrels of flour per hour from ground middlings.

It gives a larger yield of patent, and an improved grade of bakers.

It delivers break chop, coarse and fine middlings to purifier, and finished flour to packer, all from one machine.

Cloth is cleaned perfectly without inside conveyor, as in other machines.

A saving in power.

A saving in room.

A saving in light.

A saving in cost of insurance.

A saving in labor.

A saving in cost of building a mill.

In short, we give you five machines in one, capable of handling all the breaks from a 250-barrel mill, delivering the finished flour to packer, middlings to purifier (dusted completely), and offal to bin.

WM. FAIST, Esq., Milwaukee, Wis.:

Dear Sir—We hand you herewith our check to cover invoice for the Automatic Sieve, which we have had running for 30 days. The results are better than expected.

Kansas City, Mo., September 10, 1892.

Very respectfully,
KANSAS CITY MILLING CO.

THE FAIST AUTOMATIC SIEVE CO., Milwaukee, Wis.:

Gentlemen—We herein hand you our check \$500, balance due on the two machines purchased of you. We are highly pleased with the machines, buying them as we did without any knowledge as to how they would work on winter wheat, and we fully expected a great deal of trouble before we could get them regulated to work satisfactorily.

It is now just thirty days since we started the machines, and they have been a perfect success from the start, and we wish to say that the twenty claims you make in your circular as to the advantages of your machines over the common bolting system is not one bit too strongly drawn.

We expect to see the same revolution made by your machines in the process of bolting over the reel system that was made in grinding wheat by rolls over the stone process.

Dictated by J. P. B.

Respectfully yours,

J. E. BURROUGHS & CO.

Address, **FAIST AUTOMATIC SIEVE CO.,** Milwaukee, Wis.

Milwaukee Notes

DAVIDSON OPERA HOUSE—Every evening, Saturday and Sunday matinees.

BIJOU THEATER—Every evening, Wednesday, Saturday and Sunday matinees.

ACADEMY OF MUSIC—Every evening and usual matinees.

STANDARD THEATER—Every evening and usual matinees.

PEOPLE'S THEATER—Every evening and usual matinees.

GERMAN STADT THEATER—Regular performances Wednesday and Sunday evenings.

LAYTON ART GALLERY—Free Tuesdays, Thursdays, Saturdays and Sundays. Admission 25 cents on Wednesdays and Fridays.

PUBLIC MUSEUM—Open daily. Exposition building.

AS THE reduction of rates on flour from Minneapolis to Duluth would be a direct injury and injustice to Milwaukee, the Chamber of Commerce of this city took part in the case of the Minneapolis Chamber of Commerce against all the railroads entering that city, brought to compel the railroads to make the same rate on grain from points in the Northwest to Duluth, also to reduce the rate on flour from Minneapolis to Duluth. The Milwaukee Chamber of Commerce, as an intervenor, opposed the reduction asked for on rates between Minneapolis and Duluth, claiming that such reduction would give Minneapolis millers a chance to lay down their flour at the seaboard, via Duluth, cheaper, relatively, than Milwaukee millers could get their flour there. The Inter-state Commission declined to go into the question of the legality of the flour trade for the following reasons:

1. When a local rate from a given point (Minneapolis) is alleged unreasonable, but it appears from the record that such local rate is also a proportion of through rates from that point, and as such is the real subject of the controversy, the complaint should be directed against the aggregate through rate, not the share received by any initial carrier; and all the carriers composing the through line are necessary parties.

2. A town favorably situated with respect to one through route, but competing in a common market with another town more favorably located on another through route, should not have a reduction of the local rate over roads connecting the two through routes for the purpose of overcoming the natural advantage which the latter competing town enjoys.

UPON the question of grain rates the commission declares they are unjust and the defendants are ordered to "adjust their rates on wheat from said points to Minneapolis and Duluth upon the basis of distance over nearest practicable routes." In this part of the case the Milwaukee Chamber took no part as the city had no direct interest in it, but generally felt that in view of the difference in the distance, of from 30 to 70 miles, in favor of Minneapolis, the latter city had good ground for its claims. Milwaukee has for several years been contending for the same principles relative to Chicago, which has been practically conceded by the railroads, in reference to points within a distance of about 100 miles of Milwaukee. The Chamber of Commerce went to an expense of about \$800 in this later case and looks upon the result as a decided victory in its favor.

NEVER before in its history was Milwaukee visited by so many terrible fires as during the past year, and its losses during 1892 are far larger than those in any other city of the United States, amounting in all, according to the most conservative estimates, to nearly if not fully \$5,000,000, and entailing a loss of eleven human lives.

OF the eleven persons who lost their lives in the different fires of the last year three were firemen and one was a member of the insurance patrol. The members of the fire department killed were Henry Padendbruch, Charles F. Stahr and Thomas Sullivan. The first two

named were killed in the Third ward fire while Sullivan was burned in the recent tannery fire, where also a member of the insurance patrol—George R. Reichmann—lost his life.

THE old Keenan flour mill, also known as the Cream City mill, on the corner of Chicago and East Water streets, was destroyed by fire Sunday afternoon, Dec. 25. The mill had not been occupied for years. It was an old landmark, having been built in 1846 by George Dousman and was used for various purposes until it was finally converted into a flouring mill. It was a wooden structure and burned so rapidly that when the fire department arrived the whole building was wrapped in flames, Matthew Keenan, the owner, places the loss at \$20,000. The origin of the fire remains a mystery.

THE Edw. P. Allis Co. sustained quite a loss by fires in their working department on Dec. 22 and in their stables a few days later.

THE new addition which is being made at the E. P. Allis Company's plant will be used for the manufacture of large engines exclusively.

THE flour production by Milwaukee millers during the past year was the largest in the history of the city, under the stimulating influence of a brisk demand from abroad during the first half of the year, though during the past six months the market was dull. The monthly output of flour was as follows:

| Month. | Bbls. |
|----------------|---------|
| January..... | 210,800 |
| February..... | 188,800 |
| March..... | 220,675 |
| April..... | 182,600 |
| May..... | 180,000 |
| June..... | 158,050 |
| July..... | 196,850 |
| August..... | 214,050 |
| September..... | 232,275 |
| October..... | 232,725 |
| November..... | 216,600 |
| December..... | 130,500 |

Total..... 2,364,025
The production of flour during the past ten years was as follows:

| | Bbls. | | Bbls. |
|-----------|-----------|-----------|-----------|
| 1892..... | 2,364,025 | 1887..... | 2,214,648 |
| 1891..... | 1,826,758 | 1886..... | 952,802 |
| 1890..... | 1,397,039 | 1885..... | 961,152 |
| 1889..... | 1,266,226 | 1884..... | 1,070,860 |
| 1888..... | 1,425,258 | 1883..... | 879,512 |

THE capacity of flour productions by Milwaukee millers during the past year was enlarged to the extent of 200 barrels per day, and now amounts to 10,050. The largest is the Phoenix with 2,100 barrels per day, the Eagle and Duluth Roller follow with 2,000 barrels, the Daisy with 1,500, the Jupiter with 1,300, the Reliance with 700 and the Gem with 450.

THE wheat crop of this country for 1892 was estimated by the November report of the Washington Agricultural bureau at 500,000,000 bush, against 612,000,000 bushels in 1891. The average price in 1892 was the lowest on record—63.2c, against 83.9c in 1891. The lowest figure in preceding years prevailed in 1884, when it was 64.5c. In the Northwest lower prices were touched, Nebraska reporting 50c, South Dakota 51c, and North Dakota 52c, the difference being due to the quality of the wheat. In the Milwaukee market, No. 2 spring in store touched the highest price of the year in February, when 89½c was obtained, after which there was a gradual decline until December, when 63½c was accepted for the same grade. The bulk of the business, however, is done in sample tables, where millers buy their supplies and where each carload sells on its own merits, irrespective of the grading. Thus in February as high as 93½c was paid for No. 2 spring, and No. 3 frequently sells as high as 90c or even higher than No. 2, the former grade being in larger supply than is the latter. No. 1 Northern is a better grade, and sold as high as 95c. The fol-

lowing table shows the monthly range of prices of No. 2 spring wheat in store at Milwaukee each month during 1892:

| | Highest. | Lowest. |
|----------------|----------|---------|
| January..... | 85½ | 80½ |
| February..... | 89½ | 80½ |
| March..... | 86½ | 76½ |
| April..... | 84½ | 76½ |
| May..... | 83½ | 78½ |
| June..... | 80½ | 75½ |
| July..... | 77½ | 72½ |
| August..... | 76½ | 69½ |
| September..... | 69½ | 67 |
| October..... | 69½ | 64 |
| November..... | 66½ | 64½ |
| December..... | 66½ | 63½ |

Receipt and shipment of wheat at Milwaukee during the past ten years were as follows:

| | Receipts, bush. | Ship'ts, bush. |
|-----------|-----------------|----------------|
| 1892..... | 14,932,101 | 3,279,780 |
| 1891..... | 10,846,000 | 2,764,000 |
| 1890..... | 8,046,000 | 1,882,000 |
| 1889..... | 7,469,000 | 1,882,000 |
| 1888..... | 8,129,000 | 2,691,000 |
| 1887..... | 9,347,000 | 4,989,000 |
| 1886..... | 8,527,000 | 4,837,000 |
| 1885..... | 9,847,000 | 5,424,000 |
| 1884..... | 10,108,000 | 4,161,000 |
| 1883..... | 8,401,000 | 3,109,000 |

Flour has been unusually dull and weak, and prices of choice spring wheat patents have ranged lower than ever before, touching 3.70@3.90 for choice in wood and 3.20@3.30 for export grades in sacks during the last half of the closing month of the year. The production in Milwaukee has been larger than ever before, and the erection of new mills with improved machinery in all parts of the country has accelerated the downward movement of prices through the increased output. Exports, however, have been correspondingly large, and domestic stocks are very light, the downward tendency of prices having prevented jobbers from stocking up. The downward movement of ocean freights has checked the decline of flour in Western markets, though inland freights have ruled higher since the close of navigation in the lower lakes. Rye flour is dull and lower. The following table shows the price of flour in Milwaukee at the opening of each month in 1892:

| | Spring patents per bbl. | Winter patents per bbl. |
|----------------|-------------------------|-------------------------|
| January..... | 4.60@4.90 | 4.60@4.70 |
| February..... | 4.30@4.60 | 4.50@4.60 |
| March..... | 4.40@4.70 | 4.60@4.70 |
| April..... | 4.10@4.40 | 4.10@4.40 |
| May..... | 4.20@4.50 | 4.30@4.40 |
| June..... | 4.40@4.70 | 4.40@4.60 |
| July..... | 4.15@4.40 | 4.25@4.40 |
| August..... | 4.15@4.40 | 4.25@4.35 |
| September..... | 4.05@4.30 | 4.00@4.10 |
| October..... | 4.05@4.30 | 4.00@4.10 |
| November..... | 3.85@4.10 | 3.80@3.90 |
| December..... | 3.70@4.00 | 3.60@3.70 |

MILLSTUFFS.

Millstuffs have ruled comparatively high all the year, under the influence of a brisk demand on local and shipping account, and millers have sold their product for future delivery abroad. The partial crop failure abroad had caused a brisk demand for American millstuffs during 1891-2.

The price of Millstuffs in Milwaukee at the opening of each month in 1892 were as follows:

| | Sacked Bran per ton. | Fine Middlings per ton. |
|----------------|----------------------|-------------------------|
| January..... | 13.00@14.25 | 13.00@14.25 |
| February..... | 13.50@13.75 | 13.50@13.75 |
| March..... | 14.25@14.50 | 14.00@14.25 |
| April..... | 13.50@14.00 | 13.50@14.00 |
| May..... | 12.25@12.50 | 12.00@12.25 |
| June..... | 12.25@12.50 | 12.00@12.25 |
| July..... | 11.50@12.00 | 11.50@12.00 |
| August..... | 12.00@12.25 | 12.00@12.25 |
| September..... | 11.50@12.00 | 11.50@12.00 |
| October..... | 11.50@12.00 | 11.50@12.00 |
| November..... | 11.00@11.50 | 11.00@11.50 |
| December..... | 12.00@12.50 | 12.00@12.50 |

| | Received. | Shipped. |
|-------------------------|------------|-----------|
| Flour, bbls..... | 2,885,353 | 4,310,065 |
| Wheat, bus..... | 14,932,101 | 3,279,780 |
| Corn "..... | 1,896,790 | 730,844 |
| Oats "..... | 6,790,398 | 4,451,290 |
| Barley "..... | 9,829,198 | 6,031,169 |
| Rye "..... | 1,587,724 | 1,360,569 |
| Hogs, No..... | 490,840 | 42,998 |
| Flour made in 1892..... | | 2,364,025 |

MILWAUKEE receipts of breadstuffs for 1892 show a large gain over the figures of the preceding year—4,500,000 bushels of wheat and 150,000 barrels of flour. Total receipts of grain for 1892 were 34,502,000 bushels against 27,837,000 bush-

els in 1891 and 23,677,000 bushels in 1890.

THE flour production of Milwaukee for the year was the largest in the city's history—2,364,025 barrels, or 537,267 barrels more than in 1891.

THE total value of Milwaukee manufactures for 1892 was \$145,294,500, with a capital invested of \$94,399,500 and \$28,967,400 paid in wages to 53,813 persons employed. Scarcity of hogs caused a reduction of \$1,000,000 in the value of pork packed, while all other important industries show large increases in the output.

THE value of beer brewed by Milwaukee breweries in 1892 was \$14,725,000; the city's building cost \$12,800,000; the meat products were worth \$10,000,000; flour and feed, \$8,753,000; product of wood working plants, \$8,000,000; iron and steel, \$6,900,000; engines and machinery, \$6,500,000; leather, \$6,362,000; railroad locomotive and car building, \$5,600,000; malt, \$5,485,000.

THE assessed valuation of the city is \$123,929,164, an increase of \$10,254,044. The total tax collected was \$3,558,667.36, an increase of \$496,358.50. The bonded indebtedness is \$4,854,500.

A GOOD INVESTMENT.

Can be bought at a bargain and on easy terms and will pay a better interest than Stocks, Bonds or Real Estate; one of the best ROLLER MILLS in Western Pennsylvania. Situated in a good section, on a railroad, in a good, growing town, having natural gas, water works, telegraph, and all the conveniences for business.

THE MILL has a never-failing water power the year round and has a capacity of one hundred (100) barrels of flour, and tons of buckwheat flour, cornmeal and feed daily; and has a custom exchange trade that will pay a good interest on the capital alone, without investing one dollar in grain or merchant work.

The exchange trade of 1891 alone amounted to over thirty-five thousand (35,000) bushels, and has a good merchant trade in addition, for its capacity.

The whole property, to close up an estate, can now be bought for Eleven thousand (\$11,000.00) dollars, and on terms that it will pay for itself, with a small hand payment.

This is less than one-third of its cost and less than the value of the water power alone, and less than the machinery could be bought for to-day.

The Machinery is new, of the best make, modern and strictly first-class throughout. Lists of which will be furnished on application.

Address, W. CRAIG & CO.,
NEW BETHLEHEM,
Clarion Co., Pa.

Winter Resorts of the South.

Jacksonville and Tampa, Fla. and other South Atlantic and gulf coast resorts can be reached with but one change of cars from Chicago, and that at Louisville or Cincinnati, where the Monon makes close connection with the L. & N. and Q. & C. vestibule trains, running through to Florida.

The Monon's day trains are now all equipped with beautiful new parlor and dining cars, while its night trains are made up of smoking cars, day coaches, and Pullman and compartment sleepers, lighted by electricity from headlight to hindmost sleeper.

The Monon has gradually fought its way to the front, making extensive improvements in its road-bed and service, until today it is the best equipped line from Chicago to the South, offering its patrons facilities and accommodations second to none in the world and at rates lower than ever before.

THE . . .
NOYE
SYSTEM.

CORN AND FEED GRINDING.



BY our system the millstone is outdone at every point. We can prove this by a hundred examples. The following machines are in it:

The Noye Six-Roll Corn and Feed Mill,

Great capacity—bright, clear, cool, even, granular meal—superior feed—little power.

The Noye Corn Screen,

An effective separator of coarse foreign material ahead of the rolls.

The Noye Corn Cleaner and Separator,

With air-suction and screen for removing both fine and coarse impurities.

The Noye Corn Meal Purifier and Bolt,

Giving perfect separation and purification of flour and meal.

The Noye Aspirator,

For use where separations have been made on ordinary reels and subsequent purification is desired.

The Niagara Corn Sheller,

With shaking sieve attached.

The Noye Corn and Cob Crusher,

Made of chill-hardened iron—very durable and efficient.

We should be glad to show samples and testimonials and give full particulars.

THE JOHN T. NOYE MFG. CO. BUFFALO, N. Y.

ESTABLISHED 1856.



**DRAWBACK ON BAGS
COLLECTED.**

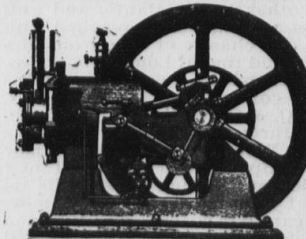
R. F. DOWNING & CO.,

NEW YORK.



VANDUZEN GAS AND GASOLINE ENGINE

For Grain Elevators, Flour Mills and for General Uses.
STATIONARY AND PORTABLE. JUST THE THING FOR GRAIN ELEVATORS.



OFFICE OF WELLS BROTHERS,
DEALERS IN LUMBER, GRAIN, COAL, ETC.
Marathon, Iowa, Sept. 28, 1891.

VANDUZEN GAS & GASOLINE ENGINE CO.
Gentlemen:—We have had our engine in use about eight months, and can unhesitatingly say, the longer we use it the better we like it. It is especially adapted to elevator work. By being able to set it to run any number of revolutions per minute, from one hundred to three hundred. It enables us to regulate the speed of our cleaner to suit all kinds and conditions of grain, better than can be done with cone pulleys. We do not have to hire any special help to run it, as we start it in the morning, and it will run itself till noon or night as we desire, using gasoline only in proportion to the work done, which is about one gallon to the indicated horse-power used in ten hours time. We can start it in a few minutes when everything is cold, and "last but not least," we are paying one and three-quarter per cent. insurance, and our competitor is paying three and one-quarter per cent. for the same work, except he uses steam. Very respectfully, WELLS BROS.
Satisfaction guaranteed in every particular. For full particulars and prices address VANDUZEN GAS AND GASOLINE ENGINE CO., 27 Broadway, CINCINNATI, OHIO.



DUST! DUST!
GIBBS' Patent Dust Protector protects the nose and mouth from inhalations of poisonous dust; invaluable in Mills, Elevators and every industry where dust is troublesome. Perfect protection with perfect ventilation. Nickel-plated protectors \$1.00 postpaid. Circulars free. Agents wanted. GIBBS' RESPIRATOR CO., 30-36 La Salle St., Chicago.

Don't forget to mention this paper when you write.

WE HAVE BEEN MANUFACTURING
AND SELLING THIS

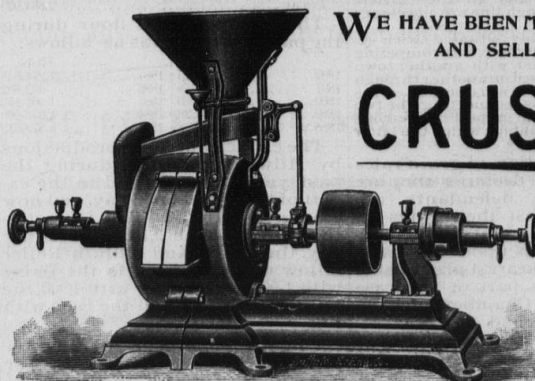
CRUSHER

FOR

SEVEN YEARS

WITHOUT

A Complaint



THEY ARE

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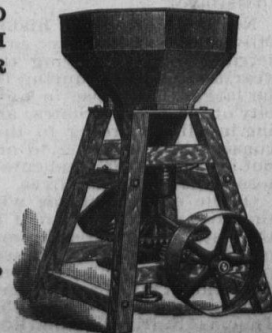
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MILWAUKEE, JANUARY, 1893.

We respectfully request our readers when they write to persons or firms advertising in this paper, to mention that their advertisement was seen in the UNITED STATES MILLER. You will thereby oblige not only this paper, but the advertisers.

Editorial.

MILLERS' NATIONAL INSURANCE COMPANY.

WE have before us a published report signed by President Seybt, in his private capacity as a miller, and the other millers (3) who represent the milling interest in the board of directors. Good men all, as can be found, but they are only a minority in an organization built up and supported, from its infancy, exclusively by millers. So far as the report is concerned, we take no exceptions to it. So far as they have gone, it is in a direct line with all we have written upon the subject. We are not advising a division, but a restriction of a constantly increasing surplus taken, yearly, from the pockets of the policy holders, when it is not needed or required by law or equity, and placing it beyond the reach of its owners; for what, and for whom? In this report the millers holding policies in this company are treated to brilliant generalities, beautifully worded—written by "an expert in diplomacy"—repeating what everybody knows, but failing to furnish any information about what all should and want to know and are entitled to know about the company in which they are so vitally interested. All know of its magnificent growth—the ability with which it has been managed—the care and judgment exercised in the investment of its surplus—all this is admitted and more. What the policy holders would like to be informed upon is:

1st. Why, out of nine directors, the milling industry, that has made all this glorious success possible, is represented by less than one-half—or, to be accurate, four-ninths? There is certainly great injustice in this.

2nd. The total cash assets, as per annual statement just issued, are \$512,870.62. To re-insure and cancel every policy and return every deposit note would cost (see statement) \$64,959.53. If this should be done, what would become of the balance remaining, to-wit: \$447,911.09? The By-laws say "it belongs to the company," and further, "it shall not be divided to or among the members thereof, nor shall any member ever be entitled to DEMAND or RECEIVE any portion thereof (except in payment of losses) nor shall any person, after ceasing to be a *policy holder* of the company, be entitled to *have* or receive any portion thereof." * * *

3d. In view of the foregoing, would not the owner or owners of the charter fall heir to the residue? Query? With a net cash surplus of nearly \$450,000 and a charter of incalculable value—such as cannot be secured at the present day—it behooves the policy holders to know whether that charter is the property of the company or AN INDIVIDUAL. If it belongs to the company, some of the oldest policy holders have no knowledge of when, how or where this transfer of ownership was made. The changing of the name Fidelity to Millers' National, in accordance with Sec. 50, Chap. 32, Revised Statutes of the State of Illinois, 1877, "did not carry with it *any change of title to the charter*. Therefore, the question of ownership is of vital importance to the policy holders; and, like the title to a patent, an abstract of title should be demanded and furnished.

4th. Section 23 of the charter is an "eye opener." Why should such power be left in the hands of two men (a quorum of the Executive committee which has full power of the board of directors) who can use this power, under the charter, to cast 4,000 votes, whenever a contingency should arise—which it might, in case of change of management—as against one vote for every policy holder. This should be done away with *while it can be done* and thus prevent any "snap action" on the part of any person or persons should they be so disposed.

It might be interesting to policy holders to know the amount received by the office, in commissions, for placing insurance in outside companies; and, as it does not go into the treasury of the company, with whom and in what ratio it is divided; this business having been done in the name of the assistant secretary and probably upon a separate set of books. We would not be surprised if this sum is equal to or even exceeds the actual expenses of conducting the affairs of the company.

6th. Increase of lines has been suggested from a source which we conclude will bring about this result. If it does not then the policy holders should demand it.

7th. The amendment of Sec. 2, Article XII, of the By-Laws, or any other by-law, that tends to centralize arbitrary powers and take away the control of the company from its members should receive the earnest consideration of every policy holder.

8th. Our aim in criticising the affairs of this company has not been to "attack it," as reports and interviews have been pleased to term our action, but to "wake up the millers" to the fact that their interests in this splendid company needs their earnest attention, in order that at some future time, while resting in fancied security, a change has come, and they find that by "due course of law" their interests are in jeopardy. Under the present charter and by-laws this might be done. What we have suggested can harm no one, and is in the line of business prudence which every man considers necessary in the conduct of a successful business.

M. D. HARTER, of Postoria, representative for the Fourteenth district of Ohio, in Congress, who is one of the leading millers of his state, presented a bill to the present Congress "relating to contracts of common carriers and to certain obligations, duties and rights, in connection with the carriage of property," which was passed with promptness and dispatch. The bill, in a nutshell, provides:

1. That it shall not be lawful for any common carrier, transporting property from or between ports of the United States and foreign ports, to insert in the bill of lading, given the shipper, any clause relieving the carrier from liability for loss or damage arising from negligence in proper loading, care in transport, or proper delivery of the property committed to its charge, nor limiting its liability to less than a full indemnity to the legal claimant, and any words or clauses of such import inserted in bills of lading shall be null and void and of no effect.

2. That it shall be unlawful for a carrier, transporting merchandise from or between ports of the United States and foreign ports, to insert in any bill of lading a covenant or agreement whereby the obligation of the owners of the vessel to properly equip said vessel and make it seaworthy and capable of performing her intended voyage, or whereby the obligations of the officers and agents to carefully handle, stow and deliver

the cargo, shall in any wise be lessened or avoided.

3. That if any vessel, on start-on her voyage, be so properly equipped and supplied, neither vessel, owner nor agent shall be held responsible for damage or loss resulting from error in judgment in navigation or management of the vessel, if navigated with ordinary skill and care, nor be held liable for loss or damage arising from dangers of the sea, acts of God or public enemies, or in saving life, and it may be stipulated in bills of lading that the vessel may render services to property in distress afloat, and tow the same to the nearest port, without incurring penalty from deviation in rendering such service.

4. That it shall be the duty of the carrier to issue to shippers a bill of lading stating the marks, packages or quantity, and apparent condition of the merchandise received, and the voyage or ports at which the vessel is intended to touch, and such document shall be evidence of the responsibility of the vessel for the merchandise therein described.

5. That it shall be the duty of the collector of the port in which the vessel is lying to refuse clearance to a vessel if he is informed and satisfied that such vessel has issued bills of lading containing clauses declared unlawful by the first and second sections of this act, or if such vessel will not issue bills of lading as required by section four of this act.

This bill is in line with the work that has been progressing for the past two years, under direction of the National Transportation Association, and the Millers' National Association, and if it becomes a law, and is coupled with the proposed amendment to the inter-state commerce act, compelling common carriers within the United States to issue a uniform and simple form of bill of lading, which shall contain no evasions of liability as laid down by common and statutory law, will effectually solve the vexed and long-fought problem of an improved and fairer export bill of lading. A shipping document for all exporters of merchandise may, under these conditions, be obtained which cannot be objectionable or burdensome. We trust that a general effort will be put forth to impress members of the senate of the desirability of the proposed legislation.

WM. G. CLARK, the widely-known milling expert, for some time past connected with the United States Milling Co., of Jersey City, N. J., is now with the J. B. Allfree Manufacturing Co., of Indianapolis, at which place he will be pleased to meet or correspond with his old friends.

Correspondence.

[The following letters are all from our own special correspondents, and reflect their views and the views of the trade in the location from which they write.]

BUFFALO.

GRUMBLE, growl, discontent over the condition of the flour trade greeted me for six weeks and it was getting to be a monotonous monotony. "Is there no demand for flour, whatever?" I was forced to ask one of our largest millers, out of pure desperation.

"Yes, and no. At a price we can dispose of a few thousand barrels, but it's the price that will not fit. I have an order from an occasional customer for a large amount, in a section where it is impossible for us to sell, as those who are regular buyers would cause no end of trouble. It's above the market, too. That's one difficulty and the other is that the western supply received by lake is not yet exhausted sufficiently to warrant further purchases, especially in the present unsettled condition of the wheat markets. Everybody is looking for lower prices and, for the life of me, I can't see where the argument comes in. The heavy visible supply will take a tumble sooner than expected and I believe a great mistake will be discovered ere long in the figures reported. It is easy to imagine what effect such a startling discovery would have. Then again, that supply is all the bug-a-boo there is, except a slight accumulation of flour in foreign markets, which, however, does not prevent Chicago from doing as it pleases with wheat. Now take the possibilities of the coming crop; it can't be better, and wheat never averaged so low in price as this year. The outcome is beyond question to any sane mind."

A few days after this conversation the market began to mend, inquiries for spring patents came in thick—sort of feelers—and it did not take long to see there was some improvement in the flour trade, east. Later, old prices were bid, but millers concluded they had been losing enough money and would stick them up a quarter. This advance was accepted and the best spring patents sold up to \$4.65; winters stuck to \$4.00 @ 4.10.

The Buffalo Board of Trade has declared another dividend of 4 per cent on its stock. The same trustees also declared it expedient to advance the rents of tenants in the building, fully 4 per cent per month, to make up certain increase in taxes. There is a kick, of course, but it availeth naught.

Buffalo wheat holders are expecting to hear from Rochester millers daily. The supply of spring wheat there is

dwindling rapidly, owing to heavy consumption, although the complaint of a dull flour market is generally reported. Still, they appear to be grinding right along and with a lighter stock of wheat on hand than last year, the prospects are favorable for an early call on our wheat traders. Let them come. We have 2,850,000 bushels of Duluth wheat in store here besides 1,000,000 of mixtures and a considerable quantity of winter wheat.

The Merchants' Exchange banquet scheme has been again revived. It will certainly be a success if once decided on, but there is little interest manifested outside of a few wealthy millers and grain men.

The Crouch Bros.' mill at Erie, Pa., (300 barrels) and that of the James Frazee Co., at Baldwinsville in this state will be put up by the Noye Manufacturing Co.

Money has been plenty in Buffalo this fall. This, in fact, has been the first time in years that our banks have been able to supply the demand on wheat cargoes to be held here during the winter months, and accounts for the heavy supply in store.

Farmers throughout this state have wheat to sell yet and it is long after the time usually allowed for millers to clean up the crop. It is cheap, too. In a certain section, millers dropped the prices on red and white winter from 73 to 70c, expecting to see the receipts fall off, but instead, there was a perfect rush the next week and it had to be turned away for want of storage room. This is just like a farmer, when he thinks the bottom is dropping out he is anxious to get in on the ground floor. Did anyone ever hear of him selling on a rising market?

Old No. 1 hard wheat is the "stuff" and Mr. George Urban is the only miller in Buffalo with a stock on hand. It's like nuggets of gold compared to chunks of dross alongside of the new crop of No. 1 hard. How fast the Northwest is losing its standard! I do not believe that out of a whole cargo one bushel of the same kind of berry could be found of which we received millions of bushels 7 years ago. The difference in price between the old and new is 7c per bushel.

Mr. C. J. Mann, owner of the Cyclone elevator and one of our oldest grain merchants, has retired from the latter business.

The amount of flour in store here from lake cargoes is reported to be 125,000 barrels, but is being shipped out as fast as demanded and will probably all be gone before the first of next month.

Owing to the many "outside" weighmen the Merchants' Ex-

change has asked shippers to employ the official weighmaster, Junius S. Smith, who has been a faithful servant of the grain trade here for 30 years. Mr. Smith takes pride in his work and does not believe others should reap where he has sown. Although not receiving a penny from the Exchange he has for all these years labored industriously for its interests and is entitled to its protection.

The following tickets have been placed in the field for election:

For one year: President, George Clinton; vice-president, Warren F. Chandler; treasurer, Pierre A. Rosseel. For three years: Trustees, William H. Walker, C. Lee Abell, Edmund Hayes, John H. Ball.

For one year: President, George P. Sawyer; vice-president, Charles Hill; treasurer, G. Barrett Rich. For three years: Trustees, P. H. Griffin, Thomas T. Ramsdell, George S. Gatchell, Charles E. Walbridge.

The first ticket will be elected as the hustlers are in it.

The receipts of Duluth wheat for the season of navigation was 2,429,846 bushels of No. 1 hard, 13,020,718 No. 1 northern, 2,483,749 No. 2 northern, 453,722 No. 3 northern, and 317,837 no grade and rejected, making a total of 18,705,872 bushels. Shipments during the same time were 15,855,170 bushels.

Owing to Governor Flower's policy, which is to save the honest farmer less taxes than he can place under his finger nail, the canal will only be patched up in bad spots and serious breaks are looked for next season in consequence.

Faxon, Williams & Faxon have taken the agency for the Washburn-Crosby flour and are booming Gold Medal. This old Boston flour house, since going into the grocery business in Buffalo, have added to their stock a line of wines and liquors and it is said that some of their straight-laced, New England friends have written to them asking for baking samples of "Pommery Sec."

Alexander Mann appears to have a great fondness for the bean pots of Boston, although the attraction is not sufficiently strong to keep him at the Hub. There are matters brewing which may locate him here permanently, a thing his Buffalo friends would be glad to see.

Mr. E. B. Wilber is meeting with some success in his latest venture. There is a large percentage of true grit in his composition.

There is no inconsiderable talk of urging the Hon. Wm. J. Morgan to take the secretaryship of the Merchants' Exchange. It is claimed by several millers and heavy capitalists that he is the only man in Buffalo to-day capable of pulling that institution back into its old-time prestige. Col.

Jay Morgan, as the veterans of the 116th know him, has been collector of the port of Buffalo for the past 4 years and, on account of his "pernicious activity" in the republican cause, will undoubtedly be asked to step from his high perch as soon as Grover gets the chair warmed one degree above its natural temperature. This is not the first time Mr. Morgan has been mentioned for the place, and although fitted far beyond any occupant in that position, heretofore, his natural modesty would not allow him to accept. It is hoped, however, that some arrangement will be made on his return from Florida, where he has gone for a needed rest after the campaign, to make it an object for him to assume the responsibility of again building up the Exchange, in this rapidly growing mercantile centre.

The way in which Pillsbury continues to push his flour in this city astonishes local millers. It must cost a big slice of the profits to keep that thing a-going, for it is noticeable that with every let-up in advertising, the trade drops off and a Buffalo miller shoves in to stay awhile. The Imperial mill tested it thoroughly and found no money in the boom and now we have Washburn-Crosby making a splurge. This selling of flour, or anything else, at a loss, to get a start never yet succeeded where competition was as keen as it is among millers at the present time. And yet, what will they do? New mills and of larger capacity are being erected almost daily and with the output already far in excess of the demand it is beyond the eye of man to foretell the ultimate outcome of all this risky investment of capital in one direction. The argument is that the people are increasing. But is that true in proportion to the output of the mills, made possible by the steady improvement of machinery? Is it not a fact, also, that the margin to millers has been growing smaller every year? The greed to get rich through the mill stone is at the bottom of it.

The Urban mill is putting in a new 450 horse-power boiler, said to be the best in the city.

R. Newell & Co., brokers, are gradually getting all the good business in the option line in this city and outside points. "Bob" has been making stacks of money for his customers in pork, lard and ribs, but is forced to admit that his wheat deals did not pan out as lucrative as anticipated.

Several out-of-town schemers have started a company to purchase the land necessary to build immense docking facilities on the lake and coupled the Lackawanna's name with

the organization. It did not take long for that road to come out flat-footed with a declaration that it had no interest nor intended to have in such a venture.

Another big elevator is talked of for Buffalo. This one will, if ever erected, have a capacity of at least 1,500,000 bushels and will adjoin the Richmond, opposite the foot of Main street. Perhaps when the 20 foot channel is completed we may need a few more elevators, but that time has not come yet. If the present houses were all in use a blockade would be impossible. Take two of our large elevators, having rail connections, as an instance; they did not earn 1 per cent on the investment, as no effort was made to get business. Then, the big canal houses did no business until the last month of the season. The men who own elevator property now will not put a penny in new houses.

The Thompson Milling Company, of Lockport, has given its employes an opportunity of purchasing stock in the mill. This has been tried in a number of manufactories in Buffalo with considerable success.

Conway W. Ball, chief inspector of grain, will say in his report to the Merchants' Exchange, that the receipts of car grain shows a favorable increase over last year, when the books showed 40,000,000 bushels, not including barley. Sales of the latter are estimated at 5,000,000 and of rye 1,000,000 bushels. He will also advocate the building of elevators by the different railroads as the only solution of the present car service difficulty. When this is done, he says, the grain trade of Buffalo will double in a year.

Work at the big tunnel at the Falls is progressing fast. Two Swiss wheels, of 5,000 horsepower, will be constructed by engineers from the other side, and it is expected that early next summer a start will be made.

Millfeed is very strong but the advance has not yet been established, although the demand is fairly active.

Senator Washburn is confident his anti-option bill will pass the senate. The brokers think differently, especially in Buffalo. What a ruction its passage would make for a time in the milling trade.

Mr. N. C. Simons, the veteran grain dealer in this market, had been confined to his bed for two weeks but is out again as chipper as usual.

Mr. Oss Seymour is off on a hunting excursion. Seymour's lively spirits keeps the boys awake on 'Change, no matter how dull trade may be.

Mr. John N. Scatchard has been elected president and Mr. George Urban a director of the Bank of Buffalo.

Elmore H. Walker, whose death was announced on the New York Produce Exchange, was the greatest statistician of his time in this country and was, 25 years ago, a prominent figure on 'Change here. He was foremost in the agitation for a free canal and left Buffalo to take the position of statistician of the New York Produce Exchange.

Mr. H. H. Eldred, of Attica mill fame, has leased the Star theatre in this city. If a few more would-be millers would get out of a trade they know nothing about, what a blessing it would be to those who do.

Mr. C. A. Warfield, who has managed the Union elevator for the Lackawanna road, has been looking for another elevator. C. Almighty Warfield knows how to handle grain either for Bartlett, Frazier & Co., of Chicago, or the biggest railroad in the country. There isn't a shrewder shipper or smarter grain trader in the country than Charley. In the long pull he can give pointers to men in the business before his grandmother was born. He is blue clay bottom.

It is also announced that the canal fraternity have leased the Watson elevator—a canal house—and will use it for their business. That's the way to compete with the railroads, and the UNITED STATES MILLER was the first to advise that mode of warfare, more than three years ago.

TAURUS.
BUFFALO, Jan. 12, 1893.

NEW YORK.

Greater activity in flour than for a year past.—Home trade and exporters both free buyers.—The Diversion of the West India from the City Mill Trust.—Removal of old managers and dissatisfaction with new.

THERE have been stirring times, in this hitherto dead and alive flour market, during the past month and, one can really find something to write about that is actually new. This is a great relief, after being compelled for months to fake a report, on a market that only existed in name. December witnessed the lowest prices on record in this market, for flour and, notwithstanding the course of the wheat market has been such as to scare buyers of flour out of the market, most of the time, for a month past, they have made the heaviest purchases on this crop and, since the great December boom in flour, on the short crop of last year abroad. It has been from a far different view of the situation, however, that buyers have anticipated their future wants this year, compared with last. Then, it was the fear of famine prices on the last half of the crop, that scared the trade into huying anywhere from half to a year's stock ahead, lest they should be "left," without enough to carry their

trade through to a new crop. Now, they have been buying for their next three months' wants because flour was cheap and for investment, believing it could go little if any lower, whether wheat should or not, as it was relatively the lower of the two, while Europe is taking a far larger proportion of flour and smaller of wheat, this year, than last. A year ago, prices of patent springs ran up to \$5.50 @ 5.75. This year they have been \$4.15 @ 4.65 during December, the highest point being reached in that month last year, as the lowest has, thus far this year. Baker's spring flour, have declined still more, being up to \$4.75 @ 5.10 last year and down to \$2.75 @ 3.10 this, or \$3.00 per bbl. less than a year ago. This grade represents a greater decline than high grades because the enormous export demand for them last year ran them relatively higher, compared with Patents, than ever before, while the mills were compelled to make more Patents than they could sell at home, in order to fill the export demand for Extras. This year the reverse is the case. Exporters found that Patents were really cheaper than Extras, on the last crop, and have been taking more of the former and less of the latter than usual this year. English millers have also bought our top Patents to mix with their native wheat, instead of our wheat, as the flour was cheaper, and it has made a better mixture with which to supply the demand on the other side for "fresh ground native" flours. The same has also been true of other shipping grades, below Extras, for which there has been still less demand, until the price of feeding stuffs is reached, at under \$2.00, to which level No. 2 Springs have been forced and low No. 1 do. to \$2.25 @ 2.50, though now \$2.50 @ 2.75, is about as low as any lines can be bought. Everything below No. 2 Spring has gone below \$2.00 as well as some of them; and, \$1.60 @ 1.75 has been the range on No Grade, Fine and Superfine Springs in sacks, at which Grinnell, Minturn & Co. have bought over 25,000 sacks the past month and as much more of Baker's Extras and Patent Springs for the English market. In one day they took over 30,000 sacks, of all kinds. Hadley & Toomey have been buying considerable lines of Kansas clears at \$3.20 @ 3.30 and Straight do. at \$3.40 @ 3.50 in sacks, for the same markets. Daniels has also sold a good deal of these flours as well as No. 2 Winters and Bakers' Springs for the U. K., on the basis of \$2.65 @ 2.75 for Milwaukee brands, while Grinnell has taken a good amount of Straight Springs or fancy clears

at \$3.25 in sacks. This export demand has mostly sprung up since the holidays and is improving, regardless of the wheat market here or on the other side.

It has also been reported here that the Washburn-Crosby Co. placed 50,000 sacks of different goods in the English markets, direct from the mills, since the New Year, while Mr. Pillsbury told me, when here in December, that he was selling his best Patent on the other side, freely, at within 5c of as much as he was getting for it from the home trade. The latter, however, has been as dull since Christmas as it was active before, for the reason that the big jobbers got pretty well filled up, by their free purchases during the middle and last half of December, at the way down bottom prices, and did not care to buy more; while the mills which had contracted ahead with these jobbers, had relieved their pressure of cash stuff and would not sell for future delivery, except at higher than spot prices; and this, buyers generally refused to pay. Even spot prices have been advanced from the lowest point, 15 to 20c, on spring Patents, of which the heavy purchases chiefly consisted, and of moderate amounts of Winter Straights also. The prices paid for sound lots of the former were generally kept secret, but supposed to be at \$4.25, for December and early January delivery, for choice Minneapolis brands and a little more for later deliveries; fancy brands of Minneapolis and Duluth flour were sold in round lots on p. t., supposed to be at \$4.35 as they were freely sold in 1,000 and 2,000 lines, at the time, at \$4.40 @ 4.45 and now at \$4.50 @ 4.55 in job lots. Even \$4.60 was obtained for one 10,000 bbl. line of Pillsbury's Best, though \$4.65 was the lowest quoted price, and now \$4.85. Country Patents sold as low as \$4.15 @ 4.20 for good to choice brands at same time. Of these sales there were nearly 200,000 bbls. in two weeks, most of them done recently and not reported among the regular daily sales. Granville Perrin sold one line of 50,000 of Consolidated Mills' "Perfect" to Christopher Swezey; Austin Nichols bought 25,000 bbls of various brands; Duryea sold over 30,000 barrels of the Duluth Imperial Mills' Best Patent; 20,000 of Gold Medal was reported sold to the Vienna Bakery; 10,000 of an unknown Country Patent in one line and two 5,000 lines of Rochester Patents by Moore & Le Duc; 20,000 bbls. of Freeman's Importation and liberal sales of other brands in 1,000 to 3,000 bbl. lots, making the above total.

Winter Straights were not taken in over 5,000 bbl. lines, of

which Curtiss sold several, Barclay, Van Boskirk, Deihl, Roberson, Jacoby, Allen & Raymond and Neustadt, being also free sellers; the two latter of Springs chiefly. Other Winter and Spring trade brands have been dull and their prices have scarcely been changed, except Nos. 1 and 2 Winters, which have been wanted for English and West India markets. In this connection, it is of interest to note that a large part of these Winter Straights have been taken, at \$3.50 @ 3.75, by the West India shippers in place of City Mill Clears, which were held by the Trust at \$4.15 until the middle of the month; and, until these mills had about caught up with their old \$4.25 contracts, made in the early fall, when they broke the price from \$4.50, at which it was held nearly all summer in anticipation of the combination being formed. The price has thus been kept, for more than six months, from 25 to 50c per bbl. above the higher grade of Western Winter Straights. The result is seen in the heavy sales, noted above, of the later for the West Indies. After they were made the City Mill Trust found themselves out of orders and with stock piling up on a declining wheat market; and, to force a market, they made a break to \$3.85 @ 3.90 and worked off 25,000 to 50,000 bbls., since when they have asked \$4.00 and been doing very little. St. Louis millers have also gone for this trade and have been making free shipments via New Orleans and Key West to the West India and South American markets. The Baltimore mills have also been supplying this trade at \$3.70 @ 3.75. The City mills had also accumulated Patents until they had to break the prices to \$4.25 @ 4.35, in order to work them off to the city grocery trade. But the City mills have had a good feed market and, all to themselves; keeping well cleaned up all the month and over the holidays (which is very unusual) on an ordering market, closing strong at 80 @ 85c for 40, 60 and 80 lbs. and 80c for middlings. Buckwheat flour and Rye flour have dragged along at easier prices, closing at \$1.65 @ 1.75 and \$3.00 @ 3.20 respectively.

In connection with the new City mills management, there are well defined rumors of growing discontent on the part of the old mill owners, most of whom have been relegated to the ornamental department or some subordinate position with little voice in the control, the latter having been placed practically in the hands of a wheat firm, which has a monopoly of buying their wheat, and an old commission flour house, which monopolizes the sale of their products, as well as the bulk

of the South American trade. There have been already some removals of the old mill owners from all positions in the Trust, which took effect with the New Year, including the President of one of the mills. Others are now rumored, as soon to come, as well as dissatisfaction on the part of some of the old management which have been swallowed by the new. What will be the result time will show. But the old owners get little sympathy over their property and business, good will and brands to a Trust which has shown itself so greedy as to have begun the killing of the goose that laid their golden eggs, within four months, believing they could force the West India shippers to buy their flours at 25 to 50c more than the market for other and better goods, simply because they had the brands that the West Indies had been buying for years, by which they thought to hold the trade.

To illustrate the situation of these City millers, as viewed by the flour trade, I append the following pertinent and pathetic lines, contributed for the UNITED STATES MILLER by the bard of the Produce Exchange, chronicling the formation of the City Millers' Trust, and the unhappy results to the dissatisfied millers, after only four months trial.

The author informs your correspondent that he intends to adapt these stanza to the music of Watt's well-known hymn—"Old Grimes is Dead," etc. for the use of the City millers, as one by one they receive their ticket of leave.

THE SOUTH AMERICAN SPIDER AND THE NEW YORK CITY MILL FLIES.

NEW YORK, Jan. 1 1893.
Said the South American Spider*
To the Gotham Miller flies,
"Come into my little parlor,
"See what wealth around me lies;
"This shall all be yours, my neighbors,
"If you will but 'Trust' with me
"All your business—save your labors—
"And be millionaires—you see."
So they listened to that Spider—
Did these silly little flies;
Went into his "combine" parlor,
"Trust" into their neighbor's lies.
Now these little flies are "buzzing"
At that greedy Spider's lust;
With their wings all clipped and fuzzing,
In the clutches of the "Trust."
But their "buzzing" is not heeded,
Now their wings can fly no more;
Their consent no longer needed—
They lie "kicking" on the floor
Till the Spider sweeps his parlor,
With this "useless rubbish" out;
But directs his neighbor's business
Through his little Water Spout.†

*A large South American shipping house.
†Water Street.

N. Y.
New York, Jan. 10, 1893.

DULUTH.

Figures of a Year.

THE grain trade of Duluth during the year just closed was the greatest this market has ever known. The receipts of wheat were 46,660,572 bushels, exceeding the receipts of the year previous by 6,268,598 bushels. The shipments, however, were not so large as in 1891. The figures for 1892 are 32,958,-

494 bushels; for 1891, 34,658,234 bushels. The figures in detail, furnished by Secretary Geo. E. Welles of the Board of Trade, are given below. They are comparative, and tell a very interesting story. The receipts of grain and flour for the year, and the production of flour by months, were as follows:

| Months. | Flour* | Flour† | Wheat |
|----------------|-----------|-----------|------------|
| January..... | 45,049 | 1,447,001 | |
| February..... | 77,220 | 1,591,302 | |
| March..... | 64,500 | 119,066 | 3,844,584 |
| April..... | 63,962 | 92,052 | 4,617,479 |
| May..... | 76,143 | 356,045 | 1,092,063 |
| June..... | 87,256 | 590,321 | 2,381,274 |
| July..... | 87,953 | 560,123 | 2,367,435 |
| August..... | 94,855 | 628,836 | 1,181,576 |
| September..... | 89,374 | 499,556 | 5,647,105 |
| October..... | 163,670 | 702,340 | 8,326,011 |
| November..... | 132,613 | 411,691 | 7,252,065 |
| December..... | 71,094 | | 6,912,707 |
| Totals..... | 1,053,811 | 3,960,035 | 46,660,572 |

| | | | | | |
|----------------|-----------|-----------|------------|---------|---------|
| Totals..... | 1,053,811 | 3,900,035 | 46,690,572 | | |
| *Produced. | | | †Received. | | |
| | Corn | Oats | Rye | Ba'ly | Flax |
| January..... | | | | | 35,532 |
| February..... | | | | | 29,620 |
| March..... | | | | 1,442 | 25,135 |
| April..... | | | | | 26,415 |
| May..... | | | | | 6,431 |
| June..... | | | | | 21,840 |
| July..... | 39,887 | | | | 8,590 |
| August..... | 32,397 | | | | 5,246 |
| September..... | 34,395 | 35,448 | 12,035 | 654 | 478,703 |
| October..... | | 2,193 | 22,206 | 80,245 | 55,402 |
| November..... | | | 19,001 | 23,184 | 411,691 |
| December..... | | | 6,140 | 424 | 41,110 |
| Totals..... | 106,679 | 37,641 | 69,653 | 105,949 | 713,735 |

The shipments of flour and grain during 1892 were as follows:

| | Flour. | Wheat. |
|----------------|-----------|------------|
| January..... | 48,448 | 121,250 |
| February..... | 81,117 | 121,829 |
| March..... | 63,516 | 119,932 |
| April..... | 31,706 | 3,669,844 |
| May..... | 416,138 | 5,771,287 |
| June..... | 657,936 | 2,068,743 |
| July..... | 619,687 | 3,121,612 |
| August..... | 675,720 | 1,924,442 |
| September..... | 551,310 | 3,653,794 |
| October..... | 825,558 | 5,031,257 |
| November..... | 689,803 | 3,539,659 |
| December..... | 39,482 | 84,745 |
| Totals..... | 4,763,481 | 32,958,494 |

| | Corn | Oats | Rye | Ba'ly | Flax |
|----------------|---------|--------|--------|---------|---------|
| January..... | | | 821 | 894 | 1,306 |
| February..... | | | | | 1,025 |
| March..... | | | | 28,444 | 2,321 |
| April..... | | | | | 110,880 |
| May..... | | | | | 126,020 |
| June..... | | | | | 80,665 |
| July..... | 39,922 | | | | 835 |
| August..... | 32,397 | | | | 75,156 |
| September..... | 34,395 | 27,760 | 16,169 | | 60,719 |
| October..... | 2,193 | 10,850 | 37,089 | | |
| November..... | | 35,081 | 41,237 | 49,273 | |
| December..... | | 27,788 | 822 | | |
| Totals..... | 106,714 | 29,953 | 90,709 | 108,486 | 508,209 |

During December, 1892, the receipts and shipments of grain to and from Duluth and the production and shipments of flour are shown as follows:

| | RECEIPTS. | SHIPMENTS. |
|---------------------|-----------|------------|
| | 1892. | 1891. |
| Flour, output..... | 71,093 | 59,397 |
| Wheat..... | 6,912,707 | 4,615,826 |
| Rye, bush..... | 61,140 | |
| Barley, bush..... | 424 | 21,000 |
| Flaxseed, bush..... | | 77,448 |
| Oats..... | | 797 |
| | 1892. | 1891. |
| Flour, bbls..... | 39,482 | 63,022 |
| Wheat, bush..... | 84,745 | 1,249,437 |
| Rye, bush..... | 27,788 | |
| Barley, bush..... | 822 | 19,115 |
| Flax..... | | 79,271 |
| Oats..... | | 979 |

The following table shows the production of flour and receipts during 1892, together with receipts and shipments of grain and flour as compared with 1891:

| | RECEIPTS. | SHIPMENTS. |
|---------------|------------|------------|
| | 1892. | 1891. |
| Flour*..... | 1,053,811 | 684,000 |
| Flour..... | 3,960,035 | 2,509,462 |
| Wheat..... | 46,660,572 | 40,391,074 |
| Corn..... | 106,679 | 322,291 |
| Oats..... | 37,641 | 370,442 |
| Rye..... | 69,653 | 15,657 |
| Barley..... | 105,949 | 180,492 |
| Flaxseed..... | 713,735 | 490,690 |
| Totals..... | 50,809,869 | 43,809,869 |

*Output.

WHEAT IN STORE.

Following is the amount of wheat in store here and in Minneapolis, by grades, last Saturday:

| | Bushels. |
|-----------------------------------|------------|
| No. 1 Hard wheat..... | 92,943 |
| No. 1 Northern wheat..... | 12,067,779 |
| No. 2 Northern wheat..... | 1,663,322 |
| No. 3 Spring wheat..... | 147,902 |
| No grade Spring wheat..... | 62,761 |
| Rejected and condemned wheat..... | 61,757 |
| Special bin wheat..... | 109,251 |
| Total wheat in store..... | 15,055,695 |
| Afloat in harbor..... | 571,100 |

| | |
|---|------------|
| Aggregate..... | 15,626,795 |
| Increase during the week..... | 620,013 |
| In store this date last year..... | 7,352,655 |
| Increase for the week last year..... | 454,347 |
| Stock of corn now in store..... | 164,942 |
| Increase of corn during the week..... | 164,942 |
| Stock of rye now in store..... | 17,408 |
| Increase of rye during the week..... | 6,704 |
| Stock of barley now in store..... | 5,890 |
| Stock of barley during the week..... | unch'd |
| Stock of flaxseed now in store..... | 160,121 |
| Stock of flaxseed afloat in harbor..... | 61,658 |
| Increase of flaxseed during week..... | 6,704 |
| Wheat in store at Minneapolis..... | 11,849,529 |
| Increase wheat at Minneapolis..... | 87,439 |
| Corn in store at Minneapolis..... | 73,671 |
| Oats in store at Minneapolis..... | 47,387 |
| Barley in store at Minneapolis..... | 37,748 |
| Rye in store at Minneapolis..... | 398 |
| Flaxseed in store at Minneapolis..... | 30,696 |

OUTPUT OF FLOUR.

The output of flour for the first week in January by the mills at the head of the lakes was 12,346 barrels, and 10,090 for the week previous. First week in January, 1891, the output was 12,534. The shipments for the week ending last Saturday were 4,301 barrels, and for the week previous 17,100 barrels. First week in January, 1891, the shipments were 10,098 barrels. There are in store at the head of the lakes 30,068 barrels, as against 22,023 at the same time in 1891. The Imperial is the only mill in operation; the others will be idle perhaps for a week or two.

ELEVATOR ROOM LIMITED.

The first week in January, for the first time since November, the receipts of wheat here were less than at corresponding periods in 1891. The total receipts were 875,252 bushels, and in the same week in 1891 they were 901,675 bushels. There are now in store 15,055,695 bushels, which is 328,201 bushels more than was ever before held at this point at any one time. Yet Duluth and Superior have room for about 1,500,000 bushels more, and by the time this is filled two more very large elevators will be about, if not quite completed at Superior. The prospects, therefore, for a grain blockade, as had been predicted by some, do not seem to be any better than they were a month ago, and when the fact is taken into consideration that the capacity of the two elevators about to be added is 5,000,000 bushels, there seems no probability of the arrival of the threatened "congestion."

THE GILL & WRIGHT MILL.

After no little negotiation, and a lively strife for the plant between Duluth and Superior, the Gill & Wright mill has finally been located in this city. The mill will be located on the block south of the Imperial mill, the property of the Barn-

hart Lumber Co. having been bought for that purpose. The mill will have a capacity of 6,000 barrels and an elevator that will store 250,000 bushels of wheat. The business will be in the hands of a corporation with a capital stock of \$500,000. In making up this amount Gill & Wright will put in their present business and flouring mill plants at a valuation of \$125,000. Citizens will subscribe \$250,000 stock at once. The present plants of Gill & Wright include the Duluth Roller Mills and site and the mill on Connor's Point and site. The site of the former has been sold to the Duluth Railway Transfer Co. for \$60,000. The machinery in this mill is nearly all new, and is of 750 barrels capacity. It will be turned over to the new concern and utilized. In deciding between the two cities the promoters had many things to consider. In the first place, they are Duluth men, and, everything being even, they would naturally prefer Duluth. They have made an unqualified success of the flour business here and have spent a great deal of money in introducing their Duluth brands. But, it is said for them, that the great saving of switching charges on this side of the bay entered largely into the consideration. It is understood that it is costing the Freeman mill \$4.75 a car for switching, as against nothing for the Imperial mill, and Gill & Wright, until recently, paid \$4.50 switching charges on wheat going to their mill on Connor's Point, while they paid nothing on cars going to their Duluth roller mill in Bay Front division. The item of switching charges, in the course of a year, is a considerable one, and was an important factor in determining the location of the mill. And, notwithstanding that sites cost money here, they are taken in preference to going on the south side of the bay, where sites are given away together with bonuses. Active and vigorous work will begin at once, and the big plant will be constructed as soon as possible.

THE DEEP WATERWAY CONVENTION.

As great as will be the benefit to the country at large of the deep waterway from the great lakes to the sea, no industry in the United States will be affected more directly or to a greater extent for good than the flouring and wheat business, and no locality will be more immediately interested than the one at the head of the lakes. It would be a momentous day for the Dakota farmer if he could load his crop of wheat into a whaleback at Duluth and consign it to dealers in Liverpool direct; and a still greater day, if the same whale-

back could bring him, on her return trip, certain commodities from the Old World, without fines and penalties at the New England border. But, as to the ship canal, not only Duluth but the entire Northwest is earnestly and vitally interested, and the action of the convention now in session at Washington is awaited with unusual concern. Such a canal as is contended for would increase the price of every bushel of wheat raised by the farmer of the central West and Northwest and lessen the price of every ton of coal which he would burn. Such a canal would cheapen the price of every article of commerce brought from the Old World, or from the manufacturing East to the West, and would enhance the value of every cargo of flour, cereals or raw material sent from the producing West to the East. The cost of the enterprise could be paid for out of the profits, in a comparatively short time, and while it is pre-eminently an affair for the government to handle, yet the government declining to act, it is not outside of the probabilities that a corporation could be organized and the enterprise put through by private capital. Michigan, Illinois, Wisconsin, Minnesota and the Dakotas could alone afford to guarantee the bonds. S. A. Thompson, of this city, secretary of the Chamber of Commerce, under the auspices of which organization the convention is called, has been in Washington for the past week or two, preparing for the convention and explaining its purpose to the advance arrivals. This is the third convention held to consider the subject, the first meeting at Detroit a year ago, and the second in September last at Grand Forks. Secretary Thompson has with him the influence and backing of every flour-mill operator and wheat dealer at the head of the lakes, as well as of every business man in the entire Northwest. While it is confidently expected that the convention will be able to secure some favorable action on the part of Congress, yet if it should fail, the agitation will be kept alive. Some congress will see and appreciate the necessity of the commercial highway and procure it to be established. It is worthy of consideration simply as a measure of relief to the agriculturists, and they are but one factor in the very important question.

GOV. NELSON ON WHEAT.

Governor Nelson, of this state, in his inaugural address, paid considerable attention to the question of wheat inspection. The Governor's ante-election promises were that he would remember the farmers if they would put him in the canopied

chair of state, and he starts out as though he intended to keep his word. He thinks there is something wrong with conditions which allow the farmer but 55 cents a bushel for his wheat, and he makes a few very pointed and interesting suggestions. He referred to the law of 1885, which had for its purpose the inspection and weighing of wheat at the terminals—St. Paul, Minneapolis and Duluth—and for the further purpose of regulating the warehouses at these points. That portion of the law, he said, relating to the weighing, grading and inspection of wheat has been put in successful operation, and he presents a bunch of interesting figures bearing on the question as follows:

NUMBER OF CARLOADS INSPECTED "ON ARRIVAL."

| Crop— | Wheat. | Coarse Incl. ing Flax. | Total No. Carloads. |
|-----------|---------|------------------------|---------------------|
| 1885..... | 92,886 | 4,767 | 97,653 |
| 1886..... | 113,923 | 6,412 | 120,335 |
| 1887..... | 115,215 | 8,637 | 123,852 |
| 1888..... | 74,968 | 13,410 | 87,478 |
| 1889..... | 107,976 | 22,675 | 130,651 |
| 1890..... | 117,141 | 16,532 | 133,673 |
| 1891..... | 200,081 | 21,465 | 221,546 |

INSPECTED "OUT OF STORE" INTO CARS.

| Crop— | Wheat. | Coarse Incl. ing Flax. | Total No. Carloads. |
|-----------|--------|------------------------|---------------------|
| 1885..... | 13,414 | | 13,414 |
| 1886..... | 24,004 | | 24,004 |
| 1887..... | 30,899 | | 30,899 |
| 1888..... | 31,210 | 965 | 32,175 |
| 1889..... | 30,941 | 5,526 | 36,467 |
| 1890..... | 44,015 | 6,749 | 50,764 |
| 1891..... | 58,838 | 9,706 | 68,544 |

INSPECTED "OUT OF STORE" INTO VESSELS.

| Crop— | Wheat. | Coarse Incl. ing Flax. | Total No. Bushels. |
|-----------|------------|------------------------|--------------------|
| 1885..... | 14,518,813 | 110,967 | 14,629,780 |
| 1886..... | 21,340,663 | 206,468 | 21,547,131 |
| 1887..... | 16,867,410 | 206,568 | 17,073,978 |
| 1888..... | 5,591,111 | 1,148,069 | 6,739,180 |
| 1889..... | 17,416,788 | 3,575,480 | 20,992,268 |
| 1890..... | 14,807,431 | 1,792,871 | 16,600,302 |
| 1891..... | 44,187,919 | 945,265 | 45,133,184 |

He calls attention to the fact, that although the fees charged are small, there is a balance on hand, from the surplus, of \$85,000. But that portion of the law of 1885 which aims to regulate and control grain elevators and warehouses, the governor says, has, through the action of their proprietors, fallen into well nigh utter disuse. The elevators and warehouses, he continues, which decline to submit to the state supervision, all avail themselves of the weighing, grading and inspection provisions of the law, as all grain consigned to them from interior points is weighed, graded and inspected by state officers, and thus, while enjoying the benefits, they decline to share the burdens of the law. The governor wants this remedied. But there is another point which Mr. Nelson thinks of graver importance. The substance of his reference to this is that while the weighing, grading and inspecting of grain by state authority is limited to the terminal points named, and St. Cloud, the ordinary farmer—he who is unable to ship in carload lots, and is obliged to sell his grain by the wagon load to the local dealers—has no state umpire, as to weight, grade or dockage. No state weigher or inspector is at

hand or can be invoked to right his wrongs, if any, but he is remitted to the vague and dilatory remedy of the common law. This discrimination in legislative protection and relief has always struck the governor, he says, as anomalous and unjust, and, therefore, he favors some plan, neither restrictive nor burdensome, placing all grain elevators and warehouses, doing a public business, under state inspection, to the end that the state may effectively and beneficially mediate between the warehouseman and the farmer. Bills have already been introduced in the legislature in the line of the suggestions.

THE RATE DISCRIMINATION.

The decision recently filed by the Inter-State Commerce Commission in the case of the Minneapolis Chamber of Commerce against the Chicago, Milwaukee & St. Paul railway *et al.* for alleged discrimination in wheat rates, in favor of the head of the lakes, has caused an endless amount of discussion and speculation. The sum and substance of it all, so far as the Duluth men are concerned, is that it will cut but little figure at this end of the route. The roads have been ordered to make a readjustment of rates which will make the schedule as follows:

| Rates from: | To Duluth. | To Minneapolis. |
|-----------------|------------|-----------------|
| Fargo..... | 16 | 15 |
| Cassellton..... | 17 1/2 | 16 1/2 |
| Davenport..... | 17 1/2 | 15 1/2 |
| Wahpeton..... | 16 | 14 1/2 |
| Milner..... | 19 | 17 |
| Hankinson..... | 16 | 14 1/2 |
| Rutland..... | 19 | 15 |
| La Moure..... | 20 | 16 |
| Redfield..... | 20 | 15 |
| Oakes..... | 20 | 15 |
| Ellendale..... | 20 | 15 |
| Aberdeen..... | 20 | 15 |

The matter in controversy seems to have been divided into three classes. First, there was the question as to whether the flour rate from Minneapolis to Duluth should be reduced from 7 1/2 to 5c per hundred. Secondly there were a group of questions respecting the wheat rate in the territory tributary to the Northern Pacific railroad and its branches. Thirdly, there was a group of questions respecting the rates on wheat from Ellendale, Aberdeen and still more southerly points. This last group of questions was comparatively unimportant, and it had been anticipated that it would be disposed of in favor of Minneapolis. The flour rate was one of the principal points in controversy, and Minneapolis failed to secure any reduction in that rate. The point at which anticipated relief is accorded to Minneapolis is with respect to the second class of questions mentioned—those concerning the rates from the large territory reached by the Northern Pacific and its branches. With reference to this phase of the question, it is the opinion of W. W. Billson, a prominent at-

torney here, that the existing rates from this territory have been formed in pursuance of the natural laws of commerce; that all wheat handled by the Northern Pacific passes through Motley, which is equidistant from Minneapolis and Duluth and that, therefore, the road has legally and properly maintained an equal rate to the two cities. There are many junctional points on the Northern Pacific line and its branches, however, which are nearer to Minneapolis by other rail routes than they are to either Minneapolis or Duluth by the way of the Northern Pacific. The commission avails itself of this circumstance to indirectly compel the Northern Pacific to discriminate against Duluth by charging a less rate for carrying wheat to Minneapolis. This is the only part of the decision that is detrimental to Duluth, and its the general opinion that it can not be enforced; the commission itself has no power to enforce its decrees, and no court can, probably, be found to enforce this one. The Northern Pacific, it is stated, has all along declared that it would carry to Duluth and Minneapolis at equal rates regardless of any order by the commission. The road was so confident of the justice of its position that it offered no testimony before the commission in support of its tariffs. Even if the road should carry out the spirit of the decision it will hurt Minneapolis more than Duluth, because of the maintenance of the flour rate. And, after all, it is a subject that affects the railroads rather than the mills here, or the wheat dealers.

NOTES.

A. D. Thomson has been elected to represent Duluth at the meeting of the National Board of Trade to be held at Washington this month.

Duluth and Superior will have about 20,000,000 bushels of wheat to go forward on the opening of navigation, besides a big reserve that is yet to come in from the interior. Besides this, there will be an immense ore and coal business. To swing this trade and to control the harbor work, the Inman tug line has been incorporated under the name of the Inman Towing Association, and capitalized at \$200,000.

It is stated that, within the past two or three weeks, some 2,000,000 bushels of Manitoba wheat have been sold in this market for May delivery. But about 1,000,000 bushels of Canadian wheat passed through here in 1891. The wheat will come in bond and the price is about 2c per bushel lower than the market rate here.

Congressman Baldwin, S. A. Thompson, C. H. Graves, E. R. Braae and Ald. Long are among

the delegates to the Deep Waterway convention.

Manager Church, of the Imperial mill, will have an elaborate and attractive design for the exhibit of the Imperial at the World's Fair. The city will be shown at the fair in *Papier-mache*, 25x25 feet in size. The mill plants will be especially prominent.

H. F. J.

Duluth, Jan. 11, 1893.

SUPERIOR.

THE mills at Superior are idle owing to the depressed flour market, and there is not much expectation of a revival of business before the latter part of the month. Some of the mills have run occasionally since the first of the year, but at present nothing is doing. About the only thing being done in flouring mill circles here is the great activity which is observable in the erection of the new mills and elevators. The Russell-Miller mill, which will be one of the largest in the city, has reached the seventh story and the stack is at a height of 200 feet. A large crew is at work, under the general supervision of Architect H. E. Hand.

Not far distant is another large crew at work on the foundation of the Minkota mill. The greater part of the work on this mill will be done this winter.

A force of men is at work on the foundation of the Barclay mill, which will be completed by June next.

F. E. Hanson, of the Consolidated Land Co. is authority for the statement that the Daisy mill will be turning out 3,000 barrels of flour by March 1. If later developments, however, including the ample facilities for obtaining a more regular supply of grain demand it, the company, it is announced, will undertake at once to have both sides of the machinery in the mill in operation to turn out its full capacity of 6,000 barrels a day.

Work on the Listman mill is progressing satisfactorily, and it is thought the mill will be fully completed early next spring.

The Todd mill is rounding out nicely toward completion and may be grinding by the first of June next. Capt. McDougall has an eye single to the flour carrying business, and will put nearly a score more of the mammoth barges and tows afloat by the time they are needed in the business. Whether the Captain's company intends to monopolize the business of transporting flour to the east or not, as has been alleged and denied, it is evident that it will rake in the largest share of the trade. The new boats that are now in course of construction, and

those to be turned out this winter, will be designed especially for the flour carrying trade, and they will undoubtedly control the business. It is stated that two barges will be furnished the mills and flour will be loaded as it is manufactured. This would be a decided advantage to the mills, as it would save one handling and warehouse room. The whalebacks have been the arbiters of freight rates by lake since they were introduced and it is fair to presume that they will continue in favor and dictate terms. That they do not now do all the marine business from the head of the lakes is probably because there are not enough of them.

Surveyors have laid out the ground for the Phelps elevator on Toledo pier, East end. Ten pile drivers are now at work on the Cargill elevator next to it. These two plants, the machinery for which is being furnished by the Allis Co., will give the East end, including the mill elevators, a capacity of 5,000,000 bushels of wheat. The contracts require both plants to be ready for business on the opening of navigation. The contract price with Barnett & Record, for both plants, is \$635,000. The contracts this company has on hand for work in Superior amount to over \$1,000,000.

Vessel men, mill owners, shippers and others have sent a strong petition to the Light-house board at Washington asking that the entrance to the harbor be better lighted and that a fog whistle be maintained. The wonderful growth of the marine business of the harbor is cited as a sufficient moving cause.

Minneapolis, we hear, is burning a few bon-fires in celebration of the alleged victory gained over this city by virtue of the Inter-state Commission's rate decision. It is not altogether improbable that the noise Minneapolis is making is like the whistle of the belated traveler through the graveyard—she is simply keeping her courage up. The fact is, and the shrewd men of Minneapolis are beginning to see it, the flouring industry of the West must, in obedience to the inexorable laws of trade, centre here, at the head of navigation. There is no alternative, no compromise. The railroads have done what they could to help Minneapolis out, but they are not potent enough to overcome conditions which are overwhelmingly in favor of Superior and Duluth. Trade will not tolerate a condition in order to satisfy a sentiment or to please individuals, which makes it cost nearly if not quite as much to move flour from Minneapolis to the lake—with attending charges—as it does to move the

same commodity from this city to the seaboard. Within the coming decade, to erect a flouring mill in Minneapolis would create as great a sensation as would the erection of a saw-mill on the wheat plateaus of the Dakotas.

The books of the state grain office show that for the first four months of the present crop year, namely: September, October, November and December, there were 45,968 cars of grain received, containing 28,087,221 bushels of wheat and 7,091,000 bushels of coarse grain, of the latter 555,000 bushels being flax seed. The total shipment by lake for the same period was 10,920,523 bushels, making 226 cargoes, with an average of 41,240 bushels each. The average dockage for dirt to the bushel was 18 ounces and the per centage of grades were as follows: No. 1 hard, 8; No. 1 Northern, 61; No. 2 Northern, 17; No. 3 spring, 5; rejected, 1; no grade, 7.

Attending the Deep Waterway convention at Washington from the Chamber of Commerce of this city are: N. P. Haugen, Judge Winsor, John L. Lewis, James Agen, F. E. C. Bryant.

On and after January 15th, Superior and Duluth will have the same rates to all points east of Chicago, as eastern shippers have to St. Paul, Minneapolis and the head of the lakes, on wagons, carriages, stoves, furniture and cordage. This is a big concession to South Superior industries—the stove works, wagon works, and other large factories. J. F. H.

Superior, Jan. 11, 1893.

MINNEAPOLIS.

IT seems fitting to give in this letter, the first month of the New Year, a few figures, of which Minneapolis may justly feel proud. The following statistics were compiled by *The Daily Tribune*, Jan. 1, 1893, and are as follows:

| | |
|----------------------------------|---------------|
| Manufacturing output, 1892 | \$120,000,000 |
| Increase over 1891 | 20,000,000 |
| Postal receipts | 470,950 |
| Increase over 1891 | 69,522 |
| Lumber production, feet | 488,000,000 |
| Increase over 1891 | 41,000,000 |
| Banking capital, 1892 | 8,910,000 |
| Increase over 1891 | 865,000 |
| Bank clearings, 1892 | 440,000,574 |
| Increase over 1891 | 73,000,000 |
| Total banking funds | 60,000,000 |
| School enrollments | 26,000 |
| Jobbing trade | 279,000,000 |
| Parks, acres | 1,476 |
| Value | 5,000,000 |
| Death rate, only | 1 per cent |
| Flour, daily milling cap., bbls. | 46,000 |
| Flour output, bbls., 1892 | 9,747,325 |
| Increase over 1891 | 1,878,378 |
| Wheat receipts, bushels, 1892 | 71,790,720 |
| Increase over 1891 | 14,000,000 |
| Elevator capacity | 19,400,000 |

These figures speak for themselves, and show the magnitude of our grain market, our milling, and lumber interests, etc.

One of the principal items of interest that has occurred this month, affecting our grain trade and milling interests, has been the decision of the Interstate Commerce Commission, at Washington last week, in favor of Minneapolis and

against the railroad companies, in the wheat discrimination cases, affecting the freight rates to this market as compared with Duluth. The complaint was made that railways were hauling wheat from North and South Dakota and Western Minnesota from points nearer Minneapolis than Duluth, at the same rate to both cities, thus giving Duluth millers an unjust advantage over those of Minneapolis. Mr. C. A. Pillsbury speaks as follows on this subject: "These wheat rates are exactly what we expected to get. We only wanted rates that were absolutely fair, as between us and Duluth, based on distance, and that is what the commission has granted. The decision covers what we expected to get and no more, because what we asked for was reasonable and just. The railroads have generally admitted the justice of our case, but the trouble has been to adjust the interests of conflicting roads, and, in the meantime, Minneapolis has been ground between the upper and nether millstones without, in my opinion, any intention on the part of the roads to do us an injustice. The unanimous decision of the Commission holds the complaints against wheat rates sustained, and orders differentials, based on actual distance, running thus: Fargo, 1 cent; Castleton, Davenport, Milner, 2 cents; Wahpeton and Hankinson, $1\frac{1}{2}$ cents; Rutland, Harlem, Edgerton, LaMoure, Boynton, Oakes and Ellendale, 4 cents; Aberdeen, Andover, Redfield, Delano, Elroy, Woolsey, Huron, Lake Preston, Woonsocket, Sisseton, 5 cents. These points named are junction points, and affect the rates on all wheat that passes through them. For instance when Wahpeton is named it means all wheat coming through Wahpeton to reach Minneapolis, and this practically includes a differential of $1\text{@}5\text{c}$ per 100 lbs. over the entire contiguous territory. The decision does not put Minneapolis, on any basis, ahead of the mills on Lake Superior, but tends to put us all on an even equitable basis." Although practically affirming that the flour rate to Duluth, from Minneapolis, is unreasonably high, the Commission omits instructions on this point, for the reason that all the defendants are not included in the complaint. The intimation is made that as soon as the latter requisite is complied with, the flour rate may be amended also. The decision is an important one for this city, and does away with the idea that Duluth may be a more favorable location for milling than this.

The most important occurrence in our wheat market since my last letter has been

the failure of the firm of Corser & Co., an old and prominent real estate and insurance firm, with liabilities of a million dollars. Their failure was said to be due to speculation on the bull side of wheat, and their line of long wheat, about one and one-half millions. Part of this had been hedged by sales in Chicago, and when the deal was closed, resulted in the temporary widening of May wheat in that market to $8\frac{1}{2}\text{c}$ above May here. The difference has since narrowed but is still wider than usual. In connection with this difference, it may be stated that our State inspector, Mr. A. C. Clausen, has recently made a visit to Chicago, and reports that all of our No. 1 Northern, if properly cleaned, will grade No. 2 Chicago in that market. The fear that this is not the case has kept the two markets at an unusually wide difference.

The writer has once before referred to the absurdity of giving out such statistics as Bradstreets, where wheat in country and private warehouses must necessarily be guessed at. As an illustration, in one of his statements last month, his "visible" showed a decrease of over a million, to the surprise of the trade. When asked for details he gave Minneapolis private stocks as decreased 900,000 bushels, when as an actual fact, the decrease was less than 100,000 bushels.

Our wheat market has ruled dull since my last letter, except for cash wheat, which, for the past week or two, has been in active milling demand at hardening prices. Our stock of wheat in store to-day is 11,849,529 bushels, of which 7,723,543 bushels is No. 1 Northern, or contract grades. Increase last week, all grade, 87,439 bushels. May No. 1 Northern closed to-day at $71\frac{1}{4}\text{c}$ and cash do. at $66\frac{1}{4}\text{c}$. Our flour mills have shown increased activity from the dullness complained of a month ago, and some very large sales have been made for export. The crop fluctuation in Mr. Dodge's final yearly report of the wheat crop, wherein he raised another 16,000,000 bushels, since his report of a month ago, had a tendency to weaken wheat values, and lessen the demand for flour temporarily, and the milling output last week was the smallest for over two years, being 103,600 barrels against 188,885 barrels the previous week and 172,290 barrels the corresponding week a year ago.

The aggregate daily output of mills running to-day is about 31,000 barrels. An advance is asked for Patents, and generally obtained, above the inside figures of two weeks ago. Quotations are $\$3.60\text{@}$ 3.90 for first patents; $\$3.35\text{@}$ 3.60 for second patents; $\$2.20\text{@}$

2.60 for fancy and export bakers, $\$1.10\text{@}1.35$ for low grades in bags, including Red Dog.

Millstuffs are steady. Bran, $\$8.75\text{@}9.00$, all in bulk. Shorts, very scarce; nominal at $\$10.50\text{@}11.50$, the latter for fine.

G. W. S.

Minneapolis, Jan. 10, 1893.

ST. LOUIS.

WITH few exceptions all the railroads leading into St. Louis have their yards blocked, or nearly so, with cars of grain, which, in consequence of the crowded condition of the elevators, they are unable to deliver. All the elevators are filled to their utmost capacity, as is every other available space for the storage of grain, and St. Louis is in the midst of a big grain blockade. Over a month ago the secretary of the Merchant's Exchange predicted a blockade of this kind but no one expected it would reach the proportions that it has. Gen. Freight Agent Howard Elliot, of the Burlington lines, has issued a circular positively forbidding the loading of grain for St. Louis and East St. Louis proper, owing to the blockade of grain cars and lack of storage room. No grain for points named will be accepted, and through grain for points beyond will only be accepted when shipping directions do not conflict with the order above. A number of other railroads have issued similar orders.

Secretary Slack, of the United Elevator Co., in discussing the blockade, yesterday said: "The invisible supply has become visible earlier this year than usual. That is the explanation in a nutshell. The farmers sold earlier, and the European demand has not yet begun to draw it out. How long it will last I cannot tell. If there was a European demand next week, that would move the blockade from New York, New Orleans, Toledo, Newport News and other export points, who would then draw on the West for over supplies the trouble would be at an end. The elevators are now loading 100 cars a day, but for every 100 loaded there are 300 received. It is rarely such a blockade occurs, and there is no practicable remedy applicable to the situation."

J. T. Van Winkle, superintendent of the Terminal Railway Co., denied that there was a grain blockade in St. Louis. He said: "There is no railway blockade. There is a fair average of business moving through St. Louis and East St. Louis every day. Some few of the roads haven't been able to move their business as fast as they received it, and it has caused an accumulation both here and across the river. In consequence the storage capacity for grain has been exhausted and

grain can only be taken in as it is shipped out. If a car load goes out there is room for a car load to come in, that is all. The reason for this is that wheat is cheap and corn is comparatively so. Every country has plenty of wheat and no one is buying. Navigation is closed and the low price of wheat won't stand an all-rail fare to the seaboard. There is a greater visible supply of wheat than was ever known before."

Assistant General Manager C. F. Parker of the Cairo Short Line said: "Of course this is an unusual condition of things, but in my opinion the remedy for such trouble is in increased terminal facilities."

Wheat bulls, who estimated the yield for '92 at 500,000,000 bushels, were somewhat worried when they discovered that they had underestimated the yield by 16,000,000 bushels. The enlarged estimate has not proven as disastrous as it might have. The outmovement from the country has fallen off considerably, which is attributed to the season. The reports of bitter cold weather from Europe, similar to two winters ago, lead to the conclusion that a crop failure there may not be improbable, in which event the outmovement would begin again with redoubled energy. The holders of cash wheat are making a few sales of No. 3 red to millers, and exporters are said to have taken 315,000 bushels of hard winter, but particulars could not be learned.

The Government estimate of the corn crop was 1,628,464,000 bushels, but the dealers here have finally accepted 1,600,000,000 bushels as the yield. Corn, like all other grain shipped here, finds no place for storage, and, in consequence, left standing in the cars. There was really a scarcity of current offerings in store, and this fact caused prices to advance materially.

The shipments of oats were larger than the receipts. Trading was very light. The principal carriers of oats to this city have refused to receive any more consignments for St. Louis. The holders of cash oats foresee a scarcity and expect to control the market.

Flour has ruled quiet, with slight tendencies toward an improvement. Most of the mills here are shut down, as manufacturers say they are not much more than making expenses at present prices. There is a fair demand, and the action of the St. Louis millers in shutting down their mills has already brought about a slight advance in prices obtained. Jobbers are buying to replenish their stocks, and are paying from 10c to 15c more per barrel. There are plenty of foreign dealers anxious to buy, but the prices they offer are low. The

shutting down of so many mills in St. Louis and vicinity has caused a stagnation in bran. The offerings are so small that Eastern jobbers won't bother with them.

The following statement, compiled by the Merchant's Exchange, gives the amount of flour manufactured in 1892 by St. Louis parties in and out of the city:

| | |
|---|-----------|
| Mills in city..... | Barrels. |
| Mills in vicinity of St. Louis..... | 1,825,371 |
| | 1,812,992 |
| Total..... | 3,438,363 |
| The following statement gives the amount of flour manufactured by city mills during 1892: | |
| Kehler Bros., Kehler..... | 405,420 |
| E. O. Stannard Milling Co., Eagle Steam..... | 204,228 |
| G. P. Plant Milling Co., Plant's Roller A..... | 195,116 |
| Victoria Flour Mill Co., Victoria..... | 175,590 |
| Regina Flour Mill Co., Regina..... | 142,332 |
| Saxony Milling Co., Saxony..... | 120,353 |
| Seessinghaus Milling Co., Jefferson..... | 107,757 |
| Hezel Milling Co., East St. Louis..... | 87,534 |
| E. Goddard Flour Mill Co., U. S. Steam..... | 73,157 |
| H. B. Eggers & Co., Meramec Roller Mills..... | 68,100 |
| Carondelet Milling Co., Neptune..... | 29,014 |
| Kalbfleisch Milling Co., St. George..... | 1,440 |
| Total..... | 1,623,371 |

The output of the mills controlled by St. Louis parties but situated outside of the city was as follows:

| | |
|--|---------|
| Kehler Bros., Planet..... | 447,600 |
| Kauffman Milling Co., President's St. Louis Milling Co..... | 232,000 |
| E. O. Stannard Milling Co., Alton City..... | 191,003 |
| E. O. Stannard Milling Co., Empire Woestman Milling Co., Woestman Crown Mill Co., Crown..... | 185,792 |
| Meyer & Bulte, White Swan..... | 160,007 |
| L. W. Buschman & Son, Climax..... | 128,500 |
| St. Mary Mill Co., St. Mary..... | 110,000 |
| H. B. Eggers & Co., 1st Hungarian Wing Flour Mill Co., Neptune..... | 60,100 |
| Grand Chain, Grand Chain..... | 43,800 |
| Fusz & Backer, Pacific Star..... | 35,000 |
| | 28,000 |
| | 26,200 |

Total.....1,812,992

The Saxony Mills, located at No. 312 Lombard street, had a narrow escape from total destruction by fire Tuesday morning. A fire broke out in the fifth story and damaged the building to the extent of \$250 and the stock to the extent of \$1,000 before it was discovered. The loss was fully covered by insurance.

The New Athens Milling Co., whose mills at Belleville, Ill., were recently destroyed by fire, received \$15,237.79 from the A. F. Miller insurance agency in adjustment of their loss.

The annual dinner and installation of officers of the Merchant's Exchange took place last Monday. The dinner was served in the reading room and was presided over by the retiring president, Capt. Isaac M. Mason. Capt. Mason presented Mr. W. T. Anderson, the new president, who responded in a happy strain. Secretary George H. Morgan was unanimously re-elected, as were all the other employees. The Board of Grain Inspectors was appointed as follows: C. O. Dutcher, chief inspector; T. L. Currie and J. E. Robinson, Richard Perry, former chief inspector, has removed to Kansas City.

Hon. Seth W. Cobb, of the grain commission firm of that name, was appointed to represent the Exchange at the Na-

tional Ship Canal convention at Washington, Jan. 12.

The following standing committees were appointed:

Committee on Wheat Inspection—Amedee B. Cole, chairman; John W. Kauffman, Geo. H. Plant, T. B. Morton, J. L. Messmore.

Committee on Oat and Rye Inspection—B. L. Slack, chairman; T. C. Taylor, J. S. McClellan, J. Waller Teasdale, Thos. J. Bradshaw.

Committee on Barley—C. Marquard Foster, chairman; Chas. H. Teichman, Louis Hoepker, Henry Greve, Z. W. Tinker.

Committee on Flour Inspection—Fred. Hattersley, chairman; Henry A. Smith, John H. Morton, R. H. Leonhardt, D. M. Kehler, Conrad Becker, Chris H. Sieving.

Committee on Contracts on Future Delivery—W. G. Boyd, chairman; R. B. Sheridan, Leander Stone.

Committee on Provision Inspection—E. H. Barnes, chairman; J. K. Savage, Chas. A. Cox, Thos. Griffin, Aug. F. Zelle.

Committee on Seeds and Castor Beans—D. I. Bushnell, chairman; W. G. Moore, A. R. Strain, John Mullally, B. P. Corneli, G. Kusemuller.

Mississippi River—Isaac M. Mason, chairman; H. C. Haarstick, Jno. E. Massengale, Isaac P. Lusk, Wm. L. Huse, Turner T. Lewis.

St. Louis.

St. Louis, Mo., Jan. 11, 1893.

LONDON.

MANY welcome the last day of a most disastrous year and, although they trembled at the approach of the settling up date, they have taken hope up again and are looking forward to regain some of the losses they have made by the advance in prices during the next six months. Mild weather prevailed over the greater part of the United Kingdom except for an occasional frost during the first three weeks of the month of December, with the result that the bread consumption in London alone was 30 per cent below the usual winter demand. This, no doubt, is also due to the cheapness of meat, potatoes and other foods which must necessarily make the demand for bread less. Hard frost, however, set in just before Christmas and that, with the excitement in Paris, has hardened the markets to a great extent and a little more money is now being asked. It is quite time that an improvement did take place, for at some of the Lincolnshire corn markets held last week before the frost set in, several good lots were selling at 22s. 6d. per quarter, and in odd instances even less; one farmer sold 25 quarters, the product of 12 acres, at 22s.; and another, who got a yield of 2½ quarters from a ten-acre field, only made 21s. 6d. Owing to these disastrous prices a much smaller acreage of land in Lincolnshire, which is one of the largest counties for wheat culture in England, has been sown so far with wheat.

The hard frost, welcome to lovers of an "old-fashioned Christmas," has, however, come too soon for farmers in arrear with their plowing and the late sown wheats are hardly well enough established at present to withstand without injury a long period of severe weather, unless protected by snow. Some idea of the real suffering of the British farmers can be

gathered from the agricultural returns which have just been published by the government and these figures only relate to the cereal crops, but when we take into account the great loss by the falling off the values of stock, which have been quite as bad if not worse for the farmers here, the agricultural crisis can be gauged. There are many acres of grain on the Hambleton Plain, N. B., still ungarnered and, on high lands, some not even cut, while that which has been secured has been got in in a sprouted and bad condition, with the exception of a small proportion which was garnered earlier. Even at the foot of the range of the Hambleton Hills, both oats and barley are yet ungarnered, and also beans. It is many years since such a bad and late harvest has been experienced in this Scotch district.

In the following table, this year's estimates of the produce of the three cereals are compared with those of 1891, with the mean of the eight years' averages up to and including 1891, and with the estimated "ordinary averages":

| | 1892. | 1891. | 8 Years' Average. | Ordinary Average. |
|-------------|-------|-------|-------------------|-------------------|
| Wheat..... | 25.38 | 31.26 | 30.02 | 28.40 |
| Barley..... | 31.61 | 31.14 | 33.31 | 31.02 |
| Oats..... | 38.80 | 38.77 | 37.95 | 39.04 |

During nine years the yield of wheat has exceeded the "ordinary average" six times, while the yield of barley has exceeded the standard five times, and that of oats only once. The mean of nine years' averages now stands at 29.62 bushels for wheat, 33.45 for barley and 38.05 for oats.

Prices cannot advance very rapidly, as we have such a large stock of food in the country, and it has been estimated, a few days ago, that there are 2,733,000 quarters of wheat and flour afloat to the United Kingdom, as compared with 2,865,000 quarters last week, while to the Continent there are 820,000 quarters on the way, against 865,000 quarters last week. From abroad 421,014 quarters were received, as compared with 305,691 quarters a week ago; the total imports for the entire season since harvest being 5,259,995 quarters, against 6,400,743 quarters last year. On the Continent, trade is everywhere quiet, but a steady tone pervades most of the European markets except Russia, from which country, since the 1st of September, only about 50,000,000 poods have been shipped, and since the early part of November the export commenced to fall off rapidly. The wheat and rye yield of the Russian harvest amounted together to 1,252,000,000 of poods—that is 342,500,000 poods of wheat and 909,500,000 poods of rye. Russia herself requires, for home consumption, 851,000,000 poods of

rye and 172,500,000 poods of wheat, leaving a total balance of both cereals of 228,500,000 poods for export to foreign countries. From the foregoing, when compared with previous years, it will be seen that it is quite time that the announcement which has just been made came into effect, namely, that the Ministry of Imperial Domains is to be immediately transformed into a Ministry of Agriculture gives general satisfaction. It was sheerly impossible for any Minister of Finance, no matter how hard-working and expert he might be, to devote the necessary attention to commerce and agriculture while engrossed by the multifarious responsibilities of the Russian Exchequer. It is undoubtedly owing to this want of the fostering care of a special Minister of Agriculture that the great staple grain industry of Russia has so ruinously languished during recent years.

Talking of the Russian harvest reminds me of some interesting figures that have just been compiled relating to England's colonies. Those statistics relating to agriculture are of most value here. From these figures I gather that during 1891 Australia produced no fewer than 36,000,000 bushels of wheat; but this respectable figure is dwarfed by the Canadian return of 55,775,535 bushels, to which Ontario contributed 32,584,026 bushels and Manitoba 23,191,509 bushels. The Cape has fallen off a little in its wheat production, which was 3,811,938 bushels in 1888, but only 2,727,490 bushels in 1891, and this was an improvement on 1890.

There has been a good deal of talk recently, among the millers, about the Mediterranean flour moth, which pest has for some time been a source of considerable trouble, and all their efforts to eradicate it has been unsuccessful. The moth is continually spinning strands of silk in great quantities, which not only get into the flour, but clog the machinery so badly that in many cases the mills have been obliged to shut down and a raid with brooms, brushes, etc., made in every corner of the mill. Unfortunately no remedy has yet been found that will destroy the pest without damaging the flour, and the millers are communicating with each other very freely since the Liverpool meeting—held last month—to find out some means of getting rid of the insect.

A lately published book is entitled the "Structure of Wheat, Shown in a Series of Photo-micrographs," by Robert W. Dunham. This book, was published early in November, and has made considerable stir in scientific and milling circles. London, Dec. 31, 1892. X. Y. Z.

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Some Live, Practical Mill men, to introduce our New Method of
LEVELING ROLLS WHILE RUNNING.

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MILWAUKEE, WIS.

1893.

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One who is not afraid of work. Address, stating salary expected, RUSSELL BROS., Kaukauna, Wis.

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AN important, reliable Flour Importing house in the Eastern part of Scotland wishes to open business relations, on usual documentary c. i. f. terms, with a Milwaukee miller of good standing. References at disposal. Appl. to Editor of UNITED STATES MILLER, 88-C Mitchell Building, Milwaukee, Wis.

SITUATIONS WANTED.

WANTED—A thorough miller and millwright desires a situation. References furnished if desired. Address, MILLER & MILLWRIGHT, Box 123, Nashville, Tenn.

WANTED—A change by a competent miller with 15 years' experience in good mills. Am a young married man, now managing a successful mill. One year in this position: three years in last as foreman of a 150 barrel mill. Have a complete kit of tools, and do repairing. References furnished. Correspondence solicited, from Nebraska especially. Address, S. C. EARNEST, St. Joseph, Mo.

WANTED—A situation by an experienced miller, single man. Hard wheat country preferred. References, Guthrie Bros. Can go at once. Address, W. A. PARK, Box 73, Superior, Neb.

A COMPETENT MILLER

Who has had 20 years' experience in the manufacture of flour and corn meal, wants a position. If in need of such a man or having any information that would lead to a beneficial result, please address, ERNST BADER, 934 Russell Ave., St. Louis, Mo.

1893.

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HARPER'S BAZAR is a journal for the home. It gives the fullest and latest information about fashions, and its numerous illustrations, Paris designs and pattern-sheet supplements are indispensable alike to the home dressmaker and the professional modiste. No expense is spared to make its artistic attractiveness of the highest order. Its bright stories, amusing comedies, and thoughtful essays satisfy all tastes, and its last page is famous as a budget of wit and humor. In its weekly issues everything is included which is of interest to women. The serials for 1893 will be written by WALTER BESANT and EDNA LYALL. CHRISTINE TERHUNE HERRICK will furnish a practical series entitled "At the Toilet." GRACE KING, OLIVE THORNE, and CANDACE WHEELER will be frequent contributors. The work of women in the Columbian Exposition will be fully represented with many illustrations. T. W. HIGGINSON, in "Women and Men," will please a cultivated audience.

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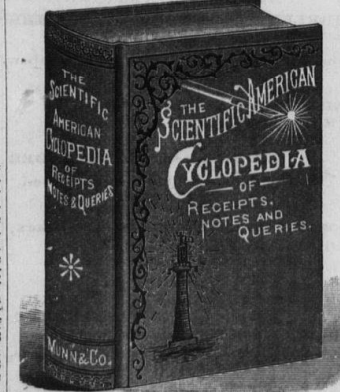
FOR SALE OR FOR RENT.

FOR SALE—The Sheboygan Roller Mills (Flouring and Land Plaster) are offered for sale. These are the only flouring mills at Sheboygan, Wis.; population 20,000. The flour mill is a brick building, with excellent machinery and steam power, and plaster mill adjoining. Five lots with docks and first-class location, with railroad tracks. Sale is necessary by reason of death of former proprietor, William Elwell, and with perfect title. Price \$25,000. Apply to SEAMAN & WILLIAMS, 63t Sheboygan, Wis.

FOR SALE—The flour mill known as the "MODEL MILLS," Rochester, N. Y., 200 barrels, winter and spring wheat, roller and stone process, modern machinery in good repair, good water power, long lease on easy terms, good custom trade. Must be sold to close an estate. Apply to C. D. Kichel and John H. Campbell, Executors, 803 Wilder Building, Rochester, N. Y.

FOR SALE—A 100 barrel full roller steam flouring mill, with feed, cornmeal and buckwheat roll, and with all the latest improved machinery, situated in an unexcelled wheat section in the Willamette Valley, Oregon, on the S. P. R. R., with elevator capacity for storing 150,000 bushels of wheat and 50,000 bushels of oats and barley for feed. This mill must be seen to be appreciated. For information address, F. BARNEKOFF, 142 Front Street, Portland, Ore.

FOR SALE—The "PIONEER MILLS," Washington, D. C. This is a 500 barrel full roller mill, built according to the Edw. P. Allis system. First-class water power. Machinery of the most modern and improved patterns. Railway connections first-class. For full particulars address, AUSTIN HERK, Washington, D. C.

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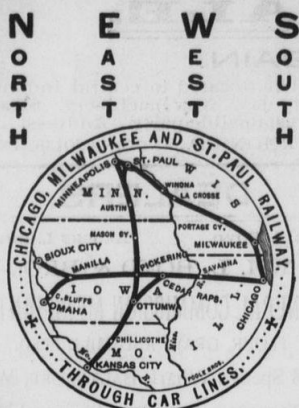
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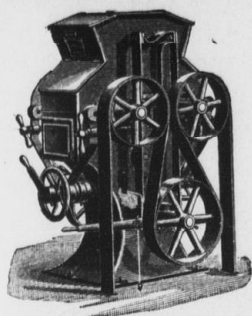
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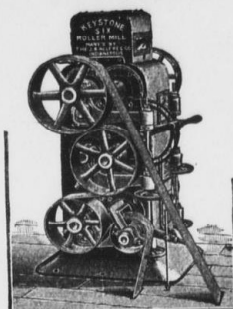
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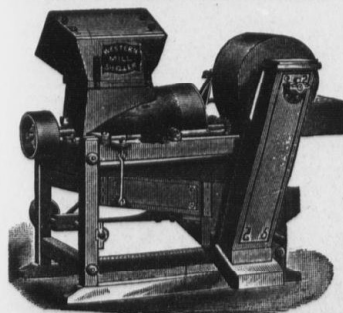
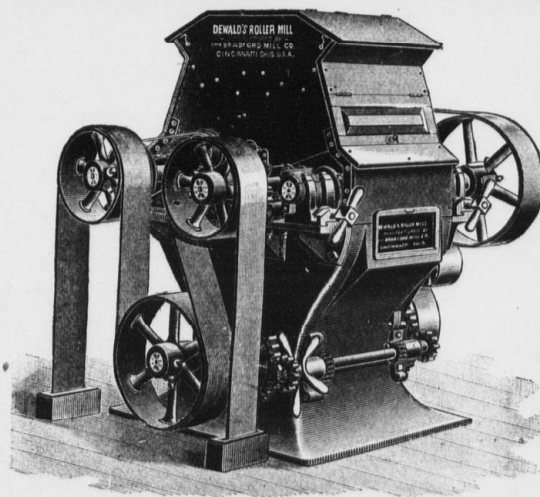
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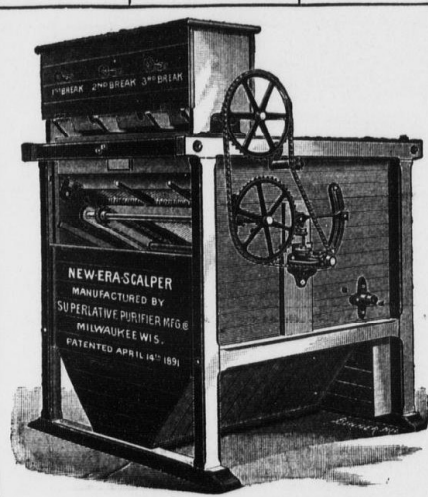
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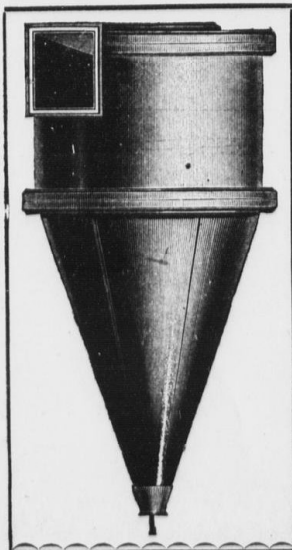
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